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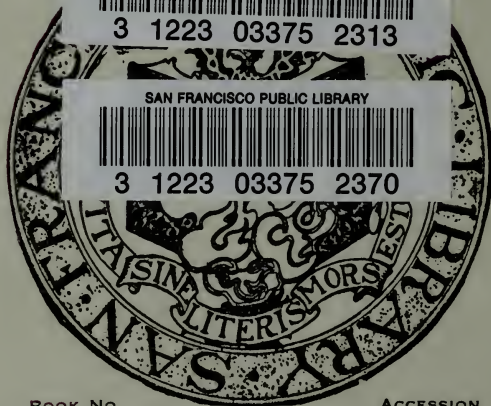


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T. B. B. L.
FIRST AND SECOND ANNUAL

REPORTS

OF THE

Board of State Harbor Commissioners

November 4th, 1863, to November 4th, 1864.

November 4th, 1864, to November 4th, 1865.

SAN FRANCISCO:

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FIRST ANNUAL REPORT

OF THE

Board of State Harbor Commissioners.

HON. F. F. LOW,
Governor of the State of California.

THE undersigned, elected Commissioners by virtue of an Act entitled "An Act to provide for the improvement and protection of the wharves, docks, and water front of the City and County of San Francisco, approved April 24th, 1863," herewith submit their first annual report for the period from November 4th, 1863, to November 4th, 1864.

The first meeting of the Board was held on the fourth day of November, 1863, and its organization perfected on the succeeding day by the election of Mr. Robert E. C. Stearns as Secretary.

Upon the twelfth day of the same month, notices were served upon the various companies and individuals in possession of the several wharves and portions of the water front, requiring them to show by what title or authority they claimed or held such possession, and demanding the immediate surrender of the same.

As the result of their labors, the Commissioners are able to report that all of the wharves and such portions of the water front as are now built upon, are in their possession, with the following exceptions, viz :

The wharves known as Broadway, Pacific Street, Market Street, and Central Wharves, and portions of the water front between Pacific and Jackson Street Wharves, and between Clay Street and Market Street wharves. For particulars relative to said ex-

ceptions the Commissioners would respectfully refer to the annexed statement of Edward Tompkins, Esq., Counsellor to this Board.

In reference to portions of the water front from which no revenue has been derived the past year, the Commissioners, in anticipation of their ability to improve the same by building thereon, considered it impolitic to lease any portion thereof for a term exceeding one year. They accordingly advertised the same for lease for that period; the bids received being considered unreasonably low, were rejected. Subsequently it becoming evident that the revenues of the Commission could be more judiciously expended, the portions of the water front above named were readvertised for lease for a term of three years, and the bids received having been accepted, leases are now in preparation, and revenue from this source will commence on the first day of November instant.

The wharves now under the control of this Board were, at the time of their surrender, in a very dilapidated and unsafe condition, requiring immediate and extensive repairs. Vallejo Street Wharf being perfectly useless, a large portion of it having fallen into the bay, no income was derived therefrom. Without the means, and having no authority under the Act to enter into a contract for rebuilding it, and there not being a sufficient sum in the Wharf and Dock Fund to pay for the work when completed, the Commissioners were compelled to wait for further legislation to obtain the necessary power; which was granted by amendments to the original Act, approved March 5th, 1864. Upon the ninth of the same month, an advertisement for proposals for rebuilding said wharf was published according to law, and a contract made with the lowest bidder, who completed and delivered the same to the Commissioners on the twenty-seventh day of May following, at a cost of \$32,908 $\frac{83}{100}$.

Mission Street Wharf has also been improved by extending the same into the bay to the limit prescribed by law, said extension being of the same width as the original structure, and one hundred and forty-two feet in length, costing as per contract \$14,021 $\frac{19}{100}$. The entire wharf is now in thorough repair. The remainder of the wharves in possession of the Commissioners have been repaired, and are now in good condition, with the exception of Jackson Street Wharf. An advertisement for proposals for rebuilding said

wharf is now in course of publication. The street leading to the wharf having been impassable for several months, the Commissioners have delayed rebuilding it until the thoroughfare referred to was repaired.

In conformity with the requirements of Section eight of the Amending Act, approved March 5th, 1864, the Commissioners have caused a survey and map of the water front to be made, and have filed the latter in the office of the Surveyor of the City and County of San Francisco.

For the details of the receipts and expenditures of the property in charge of the Commissioners, they respectfully refer to the annexed tabular statement.

RECEIPTS,

From November 4th, 1863, to November 4th, 1864.

JACKSON STREET WHARF—

	Tolls, Wharfage, and Dockage.	Current Expenses.*	Net Receipts.
November, 1863 ...	\$ 460 05	\$112 42	
December, " ...	1,142 50	175 00	
January, 1864 ...	1,195 45	175 00	
February, " ...	797 25	178 00	
March, " ...	433 50	175 00	
April, " ...	600 45	200 00	
May, " ...	1,018 25	138 58	
June, " ...	877 00	125 00	
July, " ...	356 35	125 00	
August, " ...	147 00	125 00	
September, " ...	111 75	125 00	
October, " ...	196 00	125 00	
	<hr/>	<hr/>	
Carried forward	\$7,335 55	\$1,779 00	\$5,556 55

* NOTE.—Current expenses includes the amount paid Wharfingers' and Collectors' salaries, also the amount paid for removing dirt from the Wharves. Under the original act, \$150 per month was allowed to each Wharf for collecting the revenue thereof; under the amending act, \$200 for the same service.

	Tolls, Wharfage, and Dockage.	Current Expenses.	Net Receipts.
Brought forward.....			\$5,556 55
CLAY STREET WHARF—			
November, 1863 ...	335 75	\$ 94 40	
December, " ...	1,738 75	175 00	
January, 1864 ...	1,748 75	182 00	
February, " ...	1,828 00	175 00	
March, " ...	1,647 50	175 00	
April, " ...	1,737 25	200 00	
May, " ...	1,721 50	217 62	
June, " ...	1,922 25	200 00	
July, " ...	1,671 00	200 00	
August, " ...	1,668 25	200 00	
September, " ...	1,754 25	200 00	
October, " ...	2,122 25	215 00	
	<hr/> 19,895 50	<hr/> 2,234 02	17,661 48
WASHINGTON STREET WHARF—			
November, 1863 ...	\$ 124 00	\$ 94 36	
December, " ...	1,108 50	175 00	
January, 1864 ...	853 50	175 00	
February, " ...	710 00	175 00	
March, " ...	777 00	175 00	
April, " ...	537 25	200 00	
May, " ...	653 50	200 00	
June, " ...	636 00	200 00	
July, " ...	612 25	200 00	
August, " ...	654 00	200 00	
September, " ...	929 25	200 00	
October, " ...	965 25	200 00	
	<hr/> 8,560 50	<hr/> 2,194 36	6,366 14
NORTH POINT WHARF—			
November, 1863 ...		31 73	
December, " ...	78 00	83 64	
January, 1864 ...	1,543 58	175 00	
February, " ...	855 00	175 00	
March, " ...	1,308 50	175 00	
April, " ...	1,720 50	179 50	
May, " ...	2,047 50	150 00	
Carried forward.....			<hr/> \$29,584 17

		Tolls, Wharfage, and Dockage.	Current Expenses.	Net Receipts.
Brought forward				\$29,584 17
NORTH POINT WHARF—Continued—				
June, 1864 ...	942 25	168 13		
July, " ...	1,278 75	150 00		
August, " ...	1,434 50	150 00		
September, " ...	923 00	150 00		
October, " ...	1,075 00	150 00		
	<u>13,206 58</u>	<u>1,738 00</u>		11,468 58
MISSION STREET WHARF—				
November, 1863 ...	416 15	90 58		
December, " ...	2,103 00	233 42		
January, 1864 ...	3,087 45	182 50		
February, " ...	1,991 75	184 00		
March, " ...	2,592 00	182 00		
April, " ...	3,873 25	191 50		
May, " ...	3,525 00	222 50		
June, " ...	3,337 25	210 00		
July, " ...	1,790 25	191 00		
August, " ...	4,473 00	188 50		
September, " ...	3,639 00	194 00		
October, " ...	3,009 75	197 50		
	<u>33,837 85</u>	<u>2,267 50</u>		31,570 35
VALLEJO STREET WHARF—				
November, 1863 ...	861 55	62 32		
December, " ...	278 00	118 60		
January, 1864 ...	332 50	100 00		
February, " ...	210 25	100 00		
March, " ...	420 95	100 00		
April, " ...	762 05	125 00		
May, " ...	2,456 25	200 00		
June, " ...	3,139 50	220 00		
July, " ...	3,150 00	200 00		
August, " ...	3,150 00	200 00		
September, " ...	3,420 00	200 00		
October, " ...	3,500 00	200 00		
	<u>\$21,681 05</u>	<u>\$1,825 92</u>		19,855 13
Carried forward				<u>\$92,478 23</u>

		Net Receipts.
Brought forward.....		\$92,478 23
FOLSOM STREET WHARF—		
Including a portion of East Street and Stuart Streets.		
From Oct. 1st, 1863, to Oct. 1st, 1864, twelve months, at \$500 per month,	6,000 00	
From Oct. 1st, 1864, to Nov. 1st, 1864, one mo. at \$2,000 per mo.....	2,000 00	
	<hr/> 8,000 00	8,000 00
EAST STREET—		
Between Washington and Jackson Streets.		
From Dec. 1st, 1863, to Nov. 1, 1864, eleven mo. at \$100 per mo.	1,100 00	
Between Washington and Clay Streets.		
From Dec. 11th, 1863, to Nov. 1st, 1864, 10 $\frac{3}{4}$ mos. at \$200 per mo.....	2,133 35	
Opposite Water Lot No. 724.		
From Sept. 14th, 1864, to Oct. 14th, 1864, one mo. at \$50 per mo.....	50 00	
Between Jackson and Pacific Streets.		
From Dec. 1st, 1863, to April 1st, 1864, four mos. at \$50 per mo.....	200 00	
From April 1st, 1864, to Nov. 1st, 1864, seven mos. at \$30 per mo.....	210 00	
	<hr/> 3,693 35	3,693 35
Carried forward		\$104,171 58

		Net Receipts.
Brought forward.....		\$104,171 58
FRONT STREET—		
Between Green and Union Streets.		
From Sept. 14th, 1864, to Oct. 14th, 1864, 1 mo. at \$51 per mo.....	51 00	
OAKLAND AND SAN ANTONIO STEAM NAVIGATION COMPANY'S Ferry Landing and Wharf.		
From April 1st, 1864, to Sept. 1st, 1864, five mos. at \$100 per mo.....	500 00	
RISDON, PLUMMER & Co.'s Wharf, near foot of Main Street.		
Dockage from Oct. 1st to Oct. 31st, 1864.....	166 25	
	<u>717 25</u>	717 25
Total Receipts,.....		<u>\$104,888 83</u>

DISBURSEMENTS,

From November 4th, 1863, to November 4th, 1864.

URGENT REPAIRS.

Mission Street Wharf.....	\$7,954 27
Jackson Street Wharf.....	1,116 50
Vallejo Street Wharf.....	327 52
Washington Street Wharf.....	2,860 91
Clay Street Wharf.....	3,622 56
North Point Wharf.....	1,609 85
Carried forward.....	<u>\$17,491 61</u>

Brought forward.....	\$17,491 61	
Davis Street, at junction with Vallejo Street	1,263 25	
East Street, between Washington and Jackson streets.....	168 00	
East Street, between Washington and Clay streets	755 94	
East Street, opposite entrance to Washington Street Wharf.....	190 25	
For general use on Water Front, Spikes.....	50 75	
	<hr/>	
Total expenditure for Urgent Repairs		\$19,919 80

EXPENSES.

Rent of Office, Nov. 10th, 1863, to Nov. 10th, 1864	600 00	
Books and Stationery	258 75	
Printing	159 50	
Advertising	358 00	
Cleaning Office, Fuel, Express charges, etc., etc..	258 62	
Survey and Plat.....	25 00	
	<hr/>	
	1,659 87	
	<hr/>	
Total Rent and Incidental Expenses		1,659 87

LEGAL EXPENSES.

Amount paid Edward Tompkins, Esq., special counsel to Board.....	2,000 00	
Amount paid filing Complaints, etc., in suits commenced against various parties	100 00	
Amount paid judgment and costs for loss occasioned by caving of Jackson St. Wharf, in King <i>et al. vs.</i> Harbor Commissioners..	64 50	
	<hr/>	
Total Legal Expenses.....		2,164 50
		<hr/>
Carried forward.....		\$23,744 17

Brought forward..... \$23,744 17

OFFICE APPROPRIATION.

(Amount allowed by law, \$1,000.) Carpet, Furni- ture, etc.....	396 25	
Safe, and moving same ...	280 00	
	<hr/>	676 25

SALARY ACCOUNT.

Amount paid Salaries of Commissioners from Nov. 5th, 1863, to March 5th, 1864, each four months, at \$100 per month.....	1,200 00	
March 5th, 1864, to Nov. 1st, 1864, each seven months, twenty-six days, at \$250 per month.....	5,925 00	
	<hr/>	7,125 00
Amount paid Secretary's Salary, Nov. 7th, 1863, to Nov. 1st, 1864, eleven mos., twenty-three days, at \$200 per month.....		2,366 67
		<hr/>
Total Commissioners' and Secretary's Salaries....		9,491 67

STATE WHARF AND DOCK FUND.

Amount paid in to State Wharf and Dock Fund by Commissioners		70,976 74
		<hr/>
Total Disbursements.....		\$104,888 83
		<hr/>

STATE WHARF AND DOCK FUND,

DR.

Jan. 4th, 1864. Amount remitted by Commissioners,	\$3,294	25	
April 4th, 1864. Amount remitted by Commissioners.....	17,245	35	
May 3d, 1864. Amount remitted by Commissioners,	4,377	81	
June 2d, 1864. Amount remitted by Commissioners,	7,318	55	
June 21st, 1864. Amount remitted by Commissioners,	4,784	25	
July 1st, 1864. Amount remitted by Commissioners,	2,746	50	
July 18th, 1864. Amount remitted by Commissioners,	3,000	00	
Aug. 2d, 1864. Amount remitted by Commissioners,	4,161	24	
Sept. 2d, 1864. Amount remitted by Commissioners,	7,302	05	
Oct. 3d, 1864. Amount remitted by Commissioners,	6,823	00	
Nov. 2d, 1864. Amount remitted by Commissioners,	9,923	74	70,976 74
*May 31st, 1864. Amount paid by Golden City Homestead Association,.	474	40	
*June 7th, 1864. Amount paid by North San Francisco Homestead Association,	446	25	
			920 65
Total amount paid into the State Wharf and Dock Fund,			\$71,897 39

* The amounts paid into the Wharf and Dock Fund by the Homestead Associations did not pass through the hands of the Commissioners.

STATE WHARF AND DOCK FUND,

CR.

(Amount of Commissioners' Orders, as follows :)

April 13th, 1864. Order No.	
1, in favor of F. P. Swett,	\$2,000 00
April 28th, 1864. Order No.	
2, in favor of F. P. Swett,	4,000 00
May 11th, 1864. Order No.	
3, in favor of F. P. Swett,	4,000 00
May 28th, 1864. Order No.	
4, in favor of F. P. Swett,	14,000 00
May 28th, 1864. Order No.	
5, in favor of Brooks & Potter,.....	750 00
June 7th, 1864. Order No.	
6, in favor of F. P. Swett,	6,000 00
June 22d, 1864. Order No.	
7, in favor of Galloway & Boobar,.....	5,000 00
June 22d, 1864. Order No.	
8, in favor of F. P. Swett,	2,000 00
July 7th 1864. Order No.	
9, in favor of F. P. Swett,	908 83
July 7th, 1864. Order No.	
10, in favor of Galloway & Boobar,.....	2,000 00
July 18th, 1864. Order No.	
11, in favor of Galloway & Boobar,.....	3,000 00
Aug. 6th, 1864. Order No.	
12, in favor of Galloway & Boobar,.....	4,021 19
	<hr/>
	\$47,680 02

Balance in State Wharf and Dock Fund, 24,217 37 \$71,897 39

CONSTRUCTION OF NEW WHARVES, ETC.

	DR.	CR.
Under the provisions of Sec. 5 of the Amendatory Act for the Protection and Improvement of the Wharves, Water Front, etc., the Commissioners are required to draw their orders on the State Controller where the ex- penditure incurred exceeds the sum of \$3,000 per month. Pursuant to the provisions of said section, the Commissioners have drawn, as per preceding statement, orders in pay- ment for the construction of new works to the amount of.	\$47,680 02	
BY VALLEJO STREET WHARF— Amount paid F. P. Swett, as per con- tract of March 24th, 1864, for build- ing said Wharf and furnishing mate- rials in full.		32,908 83
BY EXTENSION TO MISSION STREET WHARF— Amount paid Galloway & Boobar, as per contract of May 26th, 1864, for building and materials for said exten- sion in full.		14,021 19
BY SURVEY AND MAP OF THE WATER FRONT— Amount paid Brooks & Potter for making survey and map of the Water Front, as per contract of April 8th, 1864.		750 00
	<u>\$47,680 02</u>	<u>\$47,680 02</u>

RECAPITULATION.

RECEIPTS.

	Gross Receipts.	Current Expenses.	Net Receipts.
Jackson Street Wharf ...	\$ 7,335 55	\$1,779 00	\$ 5,556 55
Clay Street Wharf.	19,895 50	2,234 02	17,661 48
Washington Street Wharf	8,560 50	2,194 36	6,366 14
North Point Wharf	13,206 58	1,738 00	11,468 58
Mission Street Wharf ...	33,837 85	2,267 50	31,570 35
Vallejo Street Wharf.	21,681 05	1,825 92	19,855 13
Folsom Street Wharf, etc.	8,000 00	.....	8,000 00
East Street (portion of Water Front on).....	3,693 35	.....	3,693 35
Front Street (portion of Water Front on).....	51 00	.....	51 00
Oakland and San Antonio Steam Navigation Co.'s Wharf and Ferry Ld'g.	500 00	.....	500 00
Risdon, Plummer & Co.'s Wharf	166 25	.....	166 25
	<u>\$116,927 63</u>	<u>12,038 80</u>	<u>\$104,888 83</u>

DISBURSEMENTS.

Urgent Repairs	\$19,919 80
Expenses, etc.....	1,659 87
Legal Expenses	2,164 50
Office Furniture, etc....	676 25
Salaries of Commissioners and Secretary	9,491 67
State Wharf and Dock Fund	70,976 74

\$104,888 83

CONSTRUCTION OF NEW WORKS AND SURVEY.

Vallejo Street Wharf, Re- building	\$32,908 83	
Mission Street Wharf Ex- tension	14,021 19	
Survey and Map of Water Front	750 00	
Commissioners' Orders on State Wharf and Dock Fund in payment of the above		47,680 02
	<u>\$47,680 02</u>	<u>\$47,680 02</u>

Respectfully submitted,

C. L. TAYLOR,
D. C. McRUER,
S. S. TILTON.

NOVEMBER 3D, 1864.

REPORT OF EDWARD TOMPKINS,

SPECIAL COUNSEL.

SAN FRANCISCO, November 1st, 1864.

To the Board of State Harbor Commissioners :

The following suits commenced on your behalf, are now in my hands:

First. Suit in the Fourth District Court against the Broadway Wharf Company, to recover possession of the wharf at the foot of Broadway street, in San Francisco. That company claims the wharf and ninety feet of the slips each side of it, under leases from the Commissioners of the Funded Debt, made under the following circumstances. On the thirteenth day of February, 1851, a lease was made by the then Commissioners of the Sinking Fund to Francis Salmon, for the term of seven years. This lease would have expired February 13th, 1858. On the thirty-first of December, 1856, the Commissioners of the Funded debt made a new lease to the Broadway Wharf Company, for seven years from October 1st, 1856. That lease would have expired on the seventh of October, 1863. On the thirty-first day of January, 1861, nearly three years before the expiration of said lease, the Commissioners of the Funded Debt, on the application of said Company, made a new lease to them of the said wharf and privileges connected therewith, to continue until the first day of May, 1871. The right of the Commissioners to make such a lease has always been doubted ; and the law under which you act directing you to take possession of the entire water front, excepting such parts as were held under *valid* leases, you had no other alternative but to admit the validity of their leases, or to institute proceedings to have the question between you judicially settled. You therefore directed

an action commenced for the recovery of the wharf, and the same has been pending since the ninth day of March last. A demurrer was interposed to the complaint, which was argued, and overruled by the Court, and the cause is now at issue, and will be tried within a few weeks.

Second. Suit against the Pacific Wharf Company, to recover the wharf at the foot of Pacific street. The circumstances are in all respects the same as in the case of the Broadway Wharf Company.

Third. Suit against Benjamin Richardson and John Nightingale, for the wharf at the foot of Market street. It is precisely like the two preceding causes.

Fourth. Suit against the Central Wharf Association, to recover "Central Wharf," in San Francisco, commenced at the same time, and in the same condition as the cases already mentioned. I am unable to discover that they have any lease of the wharf, or any other foundation for their claim thereto, than an ordinance of the Town Council, passed in 1849.

Fifth. Suit against the ship "Fair Wind," commenced March 1st, 1864, to recover \$369 wharfage, that accrued at North Point Dock. I am informed that the amount was paid on account of the ship to Messrs. W. T. Coleman & Co., and that the action is in fact, defended by that house. It will be tried during the present month.

Sixth. Suit commenced June 3d, 1864, against John G. Klumpke, Elisha Higgins, Alexander Blanc, Wm. C. Hoff, A. A. Harvey, W. J. Turner, Herman Wohler, and C. K. Garrison, for the possession of the premises outside of the water front between Jackson and Pacific streets. Without any authority or right that I have been able to discover, the defendants have occupied for several years nearly the entire water front between said streets, and extending some hundred feet, more or less, beyond the water line into the bay. They have demurred to the complaint, and the demurrer will probably be disposed of on the next "law day" in the Fourth District Court.

The foregoing six suits are all that are now in my hands on your behalf.

I am most respectfully yours,

EDWARD TOMPKINS,
Special Counsel.

SECOND ANNUAL REPORT

OF THE

Board of State Harbor Commissioners.

TO THE HON. F. F. LOW,
Governor of the State of California:

IN conformity with the requirements of the law, the Board of State Harbor Commissioners herewith submit their Second Annual Report, exhibiting the receipts and disbursements, and the general transactions of the Commission, for the year ending November 3d, 1865.

At the date of the First Annual Report the Commissioners had decided to lease the privilege of collecting wharfage, dockage, and tolls, upon the easterly line of East street, for a term of three years, the limit fixed by law, and the leases were in preparation at the time said report was submitted. The great outlay requisite to build the outer half of said street, the extensive dredging required, and particularly the lack of means, combined to render the course pursued by the Commissioners, the best, if not the only one that could be adopted. The total revenue under the leases aforesaid has been \$16,121, the lessees making their own improvements and repairs, and dredging as they may deem necessary, at their own expense.

The Commissioners have also leased other portions of the water front, as follows:

The southerly line of Bryant street between Main and Beale streets, at a monthly rental of two hundred and fifty dollars.

A portion of the easterly line of Spear street between Harrison

and Bryant streets, and the southerly line of Bryant street, between Spear and Main streets, at a monthly rental of one hundred and fifty dollars.

The outer half of Vallejo street, from the present outer line of Davis street to the easterly line of Front street, at a monthly rental of three hundred dollars.

The premises above enumerated were advertised according to law, and leased to the highest bidders, the lessees making whatever repairs may be required.

According to the requirements of Sec. 4 of the Act of March 5th, 1864, the Commissioners are restricted from retaining possession of the wharves and improved portions of the water front for a longer period than six months without advertising the same for lease.

In pursuance of the provisions of said section, such wharves and portions of the water front as were in possession of this Board on the twelfth day of April last, were advertised on that day, and the bids opened on the nineteenth of the following May. The bids received were deemed unreasonably low, and were rejected; the premises advertised consequently remained in the control of the Commissioners, and will be readvertised upon the nineteenth of the present month.

The Board also advertised for lease unimproved portions of the water front without receiving a satisfactory bid therefor.

The same section of the Act above alluded to, directs the Commissioners to designate certain portions of the water front for ferry landings. Accordingly, upon the application of parties owning ferry boats, the Commissioners have set apart and leased for said purpose portions of Davis street between Pacific and Broadway wharves, and Broadway and Vallejo street wharves. The parties lessees of that portion of Davis street first above mentioned have been enjoined from building a landing-place, or driving piles in front of the premises granted. The injunction was allowed on motion of the Broadway and Pacific Wharf Companies, who claim under their leases, the validity of which is now being tested, that the slip should remain unobstructed and open.

Under the provisions of Sec. 7, of the Act of March 5th, 1864, and in response to the petition of responsible parties ship owners,

the Commissioners have set apart a portion of the water front between the intersection of Beale and Bryant streets, and the intersection of First and Brannan streets, for the purposes of a dry dock and marine railway, and advertised for proposals for leasing the same for said purposes on the eighth of October last. The bids are to be opened on the seventeenth instant. The Commissioners will be governed in the consideration of the bids, by the responsibility of the bidders, the character of the works they are disposed to erect, and the length of time that may be demanded to complete the same. That a dry dock of ample capacity is much needed, and that it would be a great benefit to the mercantile community there can be no doubt.

The demands of commerce, the condition of many of the wharves and portions of the water front, have required a considerable expenditure for construction and repairs. Jackson Street Wharf has been entirely rebuilt by contract, and completed January 14th, 1865, at a cost of \$16,625 $\frac{85}{100}$. This wharf is five hundred and seventy-five feet in length and fifty feet in width.

The outer half of East street between Jackson street and Washington street wharves, three hundred and thirty feet in length, by a width of seventy-five feet, a new structure, was completed February 10th, 1865, at a cost of \$10,427; also, the outer half of East street northerly from Jackson Street Wharf one hundred and sixty-three and three-twelfths feet in length, and seventy-five feet in width, was completed May 6th, 1865, costing \$5,381 $\frac{97}{100}$. In addition to the facilities afforded commerce by the construction of these portions of East street, a much-needed thoroughfare has been obtained, connecting Jackson and Washington street wharves, of great importance in the transaction of business at said wharves, and of general convenience to the extensive business of this portion of the city.

The improvements made by the Commissioners during the past year have not been confined to the locality just referred to. A new and substantial wharf has been erected at the foot of Howard street, four hundred and seventy-five feet long, and eighty feet wide, connected with Stuart street by a bridge or thoroughfare two hundred and twelve feet in length by thirty feet in width. This structure was completed May 6th, 1865, at a cost, as per contract, of \$29,900.

The total expenditure for new wharves and other works, during the year, as enumerated above, reaches a sum of \$62,334 $\frac{82}{100}$, paid out of the State Wharf and Dock Fund by the Commissioners' drafts upon the same, leaving a balance in said fund at the present date of \$29,590 $\frac{2}{100}$, subject to the orders of the Board for any improvements that may be made hereafter.

The gradual shoaling of the water in the slips and along the water front will necessitate heavy drafts upon the above fund to pay for dredging, as a very considerable expenditure will be requisite the coming year, to furnish the larger class of vessels with suitable dockage facilities. The wharf accommodations being sufficient for the present time, in the opinion of the Commissioners, the deepening of the slips will receive their immediate attention.

The sum expended for repairs demanded by urgent necessity is \$18,540 $\frac{33}{100}$. (For the details of the items, see financial statement below.) This expenditure has been required to maintain the old structures in a safe and suitable condition.

The Commissioners have remitted to the credit of the Harbor Protection Fund \$55,657 $\frac{76}{100}$, which sum is on hand at this date, and can be drawn upon by the Commissioners only for the permanent improvement of the water front of the city. In conformity with the statute, the Commissioners have employed a competent Engineer to make the survey required by the Act, together with the necessary maps, etc., preliminary to the construction of a permanent sea wall, which survey will doubtless be completed by the first of March next.

Immediately upon the completion of said survey, embracing the maps and report of the Engineer, the Commissioners intend advertising for plans, specifications, and estimates, for the construction of said sea wall. Several months must necessarily elapse before the plans, estimates, etc., can be perfected and submitted to the Board for its consideration.

After the various plans are received and considered, and the plan which, in the judgment of the Commissioners, is the best, taking into account feasibility, durability, and economy, is accepted, the Board will immediately advertise for proposals for building said sea wall in sections, in pursuance of the law, and as rapidly as the revenue of the Commission will permit.

As to the revenues of the coming year, and the proportion of

the same that can be devoted to the permanent improvement of the water front, the Commissioners estimate as follows :

An average monthly remittance of \$10,000 ; or \$120,000 for the year, \$30,000 of which may be placed to the credit of the State Wharf and Dock Fund, added to the balance remaining in said fund at this date, will give a total of about \$60,000 which can be drawn upon to pay for dredging and such wharf improvements as the law specifies shall be paid for by this fund ; \$90,000 to the credit of the Harbor Protection Fund to meet disbursements in connection with the erection of the contemplated sea wall, added to the amount now in said fund, make a total of \$145.657 $\frac{76}{100}$.

Should the decision of the Supreme Court in the cases of *The People vs. The Wharf Companies*, be favorable to the State, an increase of revenue to an amount of \$5,000 per month may be anticipated, of which amount say one half, or \$30,000 for the year, could be added to the Harbor Protection Fund, and the remaining \$30,000 to the Wharf and Dock Fund—a sum which may be required to place the wharves in good condition, now held adversely to the State.

As to the status of the suits now pending for the recovery of the possession of the wharves, etc., above referred to, reference is directed to the annexed communication from Mr. Tompkins, the Special Counsel to the Board.

RECEIPTS,

From November 4th, 1864, to November 4th, 1865.

JACKSON STREET WHARF—

	Tolls, Wharfage, and Dockage.	Current Expenses.*	Net Receipts.
November, 1864 ...	\$ 302 00	\$125 00	
December, " ...	61 50	125 00	
January, 1865 ...	204 75	162 50	
February, " ...	790 00	200 00	
March, " ...	585 50	200 00	
April, " ...	637 50	200 00	
May, " ...	1,358 25	192 50	
June, " ...	709 00	200 00	
July, " ...	969 25	200 00	
August, " ...	876 55	200 00	
September, " ...	1,343 00	200 00	
October, " ...	1,017 95	200 00	
Materials in old struc- ture sold.	200 00		
	<hr/> 9,055 25	<hr/> 2,205 00	\$6,850 25

CLAY STREET WHARF—

November, 1864 ...	1,441 50	200 00	
December, " ...	1,740 00	200 00	
January, 1865 ...	1,010 00	200 00	
February, " ...	1,320 20	200 00	
March, " ...	1,343 65	200 00	
April, " ...	1,057 50	200 00	
May, " ...	1,500 85	207 50	
June, " ...	926 25	200 00	
July, " ...	1,368 90	200 00	
August, " ...	1,641 00	200 00	
September, " ...	1,580 50	200 00	
October, " ...	1,592 00	200 00	
	<hr/> 16,522 35	<hr/> 2,407 50	14,114 85

Carried forward \$20,965 10

* NOTE.—Current expenses includes amount paid Wharfingers' and Collectors' salaries ; also the amount paid for removing dirt from the Wharves.

	Tolls, Wharfage, and Dockage.	Current Expenses.	Net Receipts.
Brought forward.....			\$20,965 10
WASHINGTON STREET WHARF—			
November, 1864 ...	\$725 75	\$200 00	
December, " ...	761 00	200 00	
January, 1865 ...	674 75	200 00	
February, " ...	613 85	200 00	
March, " ...	617 85	200 00	
April, " ...	639 25	200 00	
May, " ...	790 45	200 00	
June, " ...	625 90	200 00	
July, " ...	683 25	200 00	
August, " ...	1,140 55	200 00	
September, " ...	946 80	200 00	
October, " ...	1,167 15	200 00	
	<hr/> 9,386 55	<hr/> 2,400 00	6,986 55
NORTH POINT WHARF—			
November, 1864 ...	784 75	150 75	
December, " ...	1,714 00	150 00	
January, 1865 ...	1,595 25	150 00	
February, " ...	1,864 13	175 00	
March, " ...	1,017 75	175 00	
April, " ...	742 25	175 00	
May, " ...	403 37	150 00	
June, " ...	1,228 88	150 00	
July, " ...	373 00	150 00	
August, " ...	703 25	150 00	
September, " ...	1,419 25	150 00	
October, " ...	592 50	150 00	
	<hr/> 12,438 38	<hr/> 1,875 75	10,562 63
MISSION STREET WHARF—			
November, 1864 ...	1,914 75	222 75	
December, " ...	5,460 00	241 00	
January, 1865 ...	3,029 25	185 00	
February, " ...	3,978 50	250 67	
March, " ...	3,040 75	185 00	
April, " ...	2,697 50	204 50	
May, " ...	2,820 25	185 00	
Carried forward.....			<hr/> \$38,514 28

		Tolls, Wharfage, and Dockage.	Current Expenses.	Net Receipts.
Brought forward				\$38,514 28
MISSION STREET WHARF—Continued—				
June, 1865 ...		\$2,879 00	\$185 00	
July, " ...		2,054 25	207 00	
August, " ...		2,210 25	200 00	
September, " ...		2,578 25	200 00	
October, " ...		2,753 75	200 00	
		<u>35,416 50</u>	<u>2,465 92</u>	32,950 58
VALLEJO STREET WHARF—				
November, 1864 ...		2,560 00	242 00	
December, " ...		5,000 00	292 50	
January, 1865 ...		2,210 00	217 50	
February, " ...		1,482 90	257 50	
March, " ...		3,827 00	248 70	
April, " ...		2,800 00	200 00	
May, " ...		1,660 75	217 50	
June, " ...		2,455 25	200 00	
July, " ...		2,100 00	200 00	
August, " ...		2,800 00	267 50	
September, " ...		3,400 00	476 95	
October, " ...		1,900 00	380 00	
		<u>32,195 90</u>	<u>3,200 15</u>	28,995 75
HOWARD STREET WHARF—				
May, 1865 ...		625 25	223 75	
June, " ...		644 62	200 00	
July, " ...		727 55	200 00	
August, " ...		864 35	125 00	
September, " ...		989 00	125 00	
October, " ...		1,238 50	137 50	
		<u>5,089 27</u>	<u>1,011 25</u>	4,078 02
FOLSOM STREET WHARF (leased)—				
Rent from Nov. 1st, 1864, to Nov. 1st, 1865, twelve mos. at \$2,000 per mo.		24,000 00		24,000 00
Carried forward				<u>\$128,538 63</u>

	Tolls, Wharfage, and Dockage.	Current Expenses.	Net Receipts.
Brought forward.....			\$128,538 63

EAST STREET (north of Market Street)—

November, 1864 ...	\$330 00		
December, " ...	330 00		
January, 1865 ...	230 00		
February, " ...	317 25		
March, " ...	428 50		
April, " ...	454 10		
May, " ...	630 12		
June, " ...	758 75		
July, " ...	907 00		
August, " ...	707 50	\$110 00	
September, " ...	716 50	100 00	
October, " ...	697 50	100 00	
	<hr/>	<hr/>	
	6,507 22	310 00	6,197 22

EAST STREET (from Market to Folsom)—

November, 1864 ...	1,252 00		
December, " ...	1,150 00		
January, 1865 ...	1,502 00		
February, " ...	1,201 00		
March, " ...	1,250 00		
April, " ...	1,602 00		
May, " ...	1,250 00		
June, " ...	1,501 00		
July, " ...	1,341 00		
August, " ...	1,391 00		
September, " ...	1,241 00		
October, " ...	1,440 00		
	<hr/>		
	16,121 00		16,121 00

FRONT STREET FROM UNION TO GREEN—

Amount received for rent from December 1st, 1864, to Novem- ber 1st, 1865, twelve months, at \$51 per month.....	612 00	612 00
		<hr/>
Carried forward.....		\$151,468 85

Net Receipts.

Brought forward \$151,468 85

OAKLAND AND SAN ANTONIO STEAM NAV. Co.—

Amount received for
rent, as per charter. 1,200 00 1,200 00

MAIN STREET WHARF—

Amount received for
rent from December
31st, 1864, to Octo-
ber 31st, 1865, ten
months, at \$250 per
month 2,500 00

Amount received for
dockage accrued prior
to lease 401 87

2,901 87 2,901 87

SPEAR AND BRYANT STREETS—

From Oct. 1st, 1864,
to Nov. 1st, 1865,
twelve mos., at \$150
per month 1,800 00 1,800 00

STEWART STREET (portion of)—

November, 1864 . . . 513 00
December, “ . . . 456 12
February, 1865 . . . 250 25
March, “ . . . 340 00
July, “ . . . 231 00
September, “ . . . 231 00
October, “ . . . 378 00

2,399 37 2,399 37

DAVIS STREET (Pacific to Vallejo)—

February, 1865 . . . 8 00
March, “ . . . 60 00
September, “ . . . 80 00
October, “ . . . 100 00

248 00 248 00

Carried forward \$160,018 09

Net Receipts.

Brought forward..... \$160,018 09

VALLEJO STREET (outer half from Davis to Front
Street)—

Amount received for rent from June 1st, 1865, to November 1st, 1865, five mos., at \$300 per month..	1,500 00	1,500 00
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Total Net Receipts	\$161,518 09
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DISBURSEMENTS,

From November 4th, 1864, to November 4th, 1865.

URGENT REPAIRS.

Mission Street Wharf,....	\$7,232 30
Clay Street Wharf,.....	3,458 11
Jackson Street Wharf,....	32 78
Vallejo Street Wharf,....	1,093 49
Howard Street Wharf,....	305 00
Washington Street Wharf,	2,167 58
North Point Wharf,.....	737 45

EAST STREET, (outer half.)

Crossing East and

Jackson streets,.. 50

East street, from Clay

to Washington,... 372

East street, next south

of Mission..... 200 622 00

Davis street, (outer half,)

Vallejo to Pacific,.... 47 25

Vallejo street, (outer half,) 2,844 37

18,540 33

Carried forward.....	\$18,540 33
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Brought forward..... \$18,540 33

EXPENSE ACCOUNT.

Rent of Office,.....	600 00	
Books and Stationery,...	117 63	
Printing,.....	191 50	
Advertising,.....	274 00	
Cleaning Office,.....	76 50	
Sweeping Wharves,.....	660 00	
Fuel,.....	20 00	
Postage and Rev. Stamp,	86 25	
Surveying, etc.....	62 00	
Incidentals,.....	75 65	
	<hr/>	2,163 53

LEGAL COUNSEL.

Amount paid Edward Tompkins, special counsel to the Board,..... 3,000 00

OFFICE APPROPRIATION, ETC.

Amount paid for furniture,..... 36 00

SALARY ACCOUNT.

Amount paid Salaries of Commissioners and Secretary,..... 11,400 00

PROTEST ACCOUNT.

Amount of Dockage paid under Protest, and held to abide events,..... 3,013 00

STATE WHARF AND DOCK FUND.

Amount remitted State Treasurer,... 67,707 47

HARBOR PROTECTION FUND.*

Amount remitted State Treasurer,... 55,657 76

Total Disbursements \$161,518 09

* This amount remains in said fund at present date, not having been drawn upon by the Commissioners.

STATE WHARF AND DOCK FUND,

DR.

Dec. 2d, 1864. Amount remitted by Commission- ers	\$6,840 43	
Jan. 4th, 1865. Amount remitted by Commission- ers	15,916 12	
Feb. 2d, 1865. Amount remitted by Commission- ers	7,156 30	
March 2d, 1865. Amount remitted by Commission- ers	9,442 53	
April 3d, 1865. Amount remitted by Commission- ers	10,659 58	
May 2d, 1865. Amount remitted by Commission- ers	8,557 35	
June 3d, 1865. Amount remitted by Commission- ers	9,135 16	
	<hr/>	\$67,707 47
Balance in Fund at date of last Annual Report....	24,217 37	
	<hr/>	
Total.....		<u>\$91,924 84</u>

STATE WHARF AND DOCK FUND,

CR.

Amount of Commissioners' Orders, as follows :

Dec. 24th, 1864. No. 13, favor of A. K. P. Glid- den.....	\$5,000 00
Jan. 14th, 1865. No. 14, favor of A. K. P. Glid- den.....	6,000 00
Jan. 16th, 1865. No. 15, favor of A. K. P. Glid- den.....	5,625 85
	<hr/>
Carried forward	\$16,625 85

Brought forward. . . .	\$16,625 85	
Feb. 10th, 1865. No. 16, favor of F. P. Swett..	10,427 00	
May 6th, 1865. No. 17, favor of Galloway & Boobar	29,900 00	
May 12th, 1865. No. 18, favor of C. Hendrick..	5,381 97	
	<hr/>	\$62,334 82
Balance in State Wharf and Dock Fund.	29,590 02	
	<hr/>	
Total.		<u><u>\$91,924 84</u></u>

CONSTRUCTION ACCOUNT.

	Dr.	Cr.
To State Wharf and Dock Fund, amount of Com- missioners' Orders, 13 to 18 inclusive, as per preceding statement...	\$62,334 82	
By Jackson Street Wharf, Amount paid A. K. P. Glidden for building said wharf, as per contract of November 19th, 1864..		\$16,625 85
By East Street outer half, from Jackson to Wash- ington streets, amount paid F. P. Swett for building said street, as per contract of January 23d, 1865.		10,427 00
By Howard Street Wharf, Amount paid Galloway & Boobar for building wharf, as per contract of February 27th, 1865...		29,900 00
	<hr/>	<hr/>
Carried forward.	\$62,334 82	\$56,952 85

	DR.	CR.
Brought forward	\$62,334 82	\$56,952 85
East Street (north of Jackson), am't paid Charles Hendrick for building outer half of street, as per contract of March 17th, 1865.		5,381 97
	<u>\$62,334 82</u>	<u>\$62,334 82</u>

RECAPITULATION.

RECEIPTS.

	Gross Receipts.	Current Expenses.	Net Receipts.
Jackson Street Wharf.	\$ 9,055 25	\$2,205 00	\$ 6,850 25
Clay Street Wharf.	16,522 35	2,407 50	14,114 85
Washington Street Wharf	9,386 55	2,400 00	6,986 55
North Point Wharf.	12,438 38	1,875 75	10,562 63
Mission Street Wharf.	35,416 50	2,465 92	32,950 58
Vallejo Street Wharf.	32,195 90	3,200 15	28,995 75
Howard Street Wharf.	5,089 27	1,011 25	4,078 02
Folsom Street Wharf.	24,000 00		24,000 00
East Street (from Market to Folsom).	16,121 00		16,121 00
East Street (from Market to Pacific)	6,507 22	310 00	6,197 22
Front Street (from Union to Green Street).	612 00		612 00
Oakland (San Ant. Steam Nav. Co.)	1,200 00		1,200 00
Main Street Wharf.	2,901 87		2,901 87
Spear and Bryant streets.	1,800 00		1,800 00
Stewart Street.	2,399 37		2,399 37
Davis Street (Broadway to Pacific)	248 00		248 00
Vallejo Street (Davis to Front).	1,500 00		1,500 00
	<u>\$177,393 66</u>	<u>\$15,875 57</u>	<u>\$161,518 09</u>

DISBURSEMENTS.

Urgent Repairs.....	\$18,540 33	
Expenses, Etc.....	2,163 53	
Legal Counsel, Etc.....	3,000 00	
Office Furniture.....	36.00	
Salary of Commissioners and Secretary.....	11,400 00	
Protest Account.....	3,013 00	
State Wharf and Dock Fund.....	67,707 47	
San Francisco Harbor Pro- tection Fund.....	55,657 76	
		<u>\$161,518 09</u>

CONSTRUCTION OF NEW WORKS.

Jackson and Howard street Wharves and portions outer half of East Street		\$62,334 82
Commissioners' Orders on State Wharf and Dock Fund to pay for same..		62,334 82
	<u>\$62,334 82</u>	<u>\$62,334 82</u>

Respectfully submitted,

C. L. TAYLOR,
S. S. TILTON,
JAMES LAIDLEY.

NOVEMBER 4TH, 1865.

REPORT OF EDWARD TOMPKINS,

SPECIAL COUNSEL.

SAN FRANCISCO, October 30th, 1865.

To the Board of State Harbor Commissioners :

At the date of my last Annual Report the following six suits were in my hands :

1. The People *vs.* The Broadway Wharf Company.
2. The People *vs.* The Pacific Wharf Company.
3. The People *vs.* The Owners of the Market Street Wharf.
4. The People *vs.* The Central Wharf Company.
5. The People *vs.* The ship "Fair Wind."
6. The People *vs.* The Parties in possession of the Water Front between Jackson and Pacific streets.

During the year an action has been commenced by the Broadway and Pacific Wharf Companies jointly, against the Board of State Harbor Commissioners and George Goss, to restrain the construction of a wharf and slip between the Broadway and Pacific wharves, for the use of the Oakland Ferry Company.

The above-named seven suits are all upon which I have now to report.

In the cases against the Wharf Companies, (one to four, inclusive) trials were had in the Fourth District Court, and judgments obtained for the possession of the wharves. The defendants respectively moved for new trials ; but the same were denied by the Court. They then appealed to the Supreme Court, where the cases are now upon the calendar, and will undoubtedly be argued and submitted to that Court for decision within the next two weeks. If it was ever safe to predict the result of a litigation, I should assure you that these judgments will be affirmed.

In case No. 5, against the ship "Fair Wind," the wharfage sued for was recovered and paid over to you, and the suit thereby ended.

In case No. 6, demurrers to the complaint were pending at the date of my last report; they have since been argued and overruled. The defendants then answered, and the cause was placed upon the Calendar of the Fourth District Court, where it yet remains. I have twice been ready for trial; the first time it was postponed by the action of one of the defendants, and the second, by the Court, upon the ground that it was reached so late in the term that there was not time to secure its completion, if it was commenced. It will be on the Calendar for the November Term, and will probably be tried within the next four weeks. I can give you no opinion as to its result, as I have not the means of determining how far the defendants are able to substantiate their answer of the statute of limitations. Should they fail in that, I am unable to see that they have any other available defense.

In case No. 7, a preliminary injunction was granted by Judge Pratt, and the motion to make it absolute has been argued and submitted, but is not yet decided. The case will turn entirely upon the decision of the Supreme Court in the four wharf cases.

This embraces all the matters now in my hands, and they will all be pressed forward as rapidly as possible.

(Signed,)

EDWARD TOMPKINS,
Special Counsel.

BIENNIAL

REPORT

OF THE

Board of State Harbor Commissioners

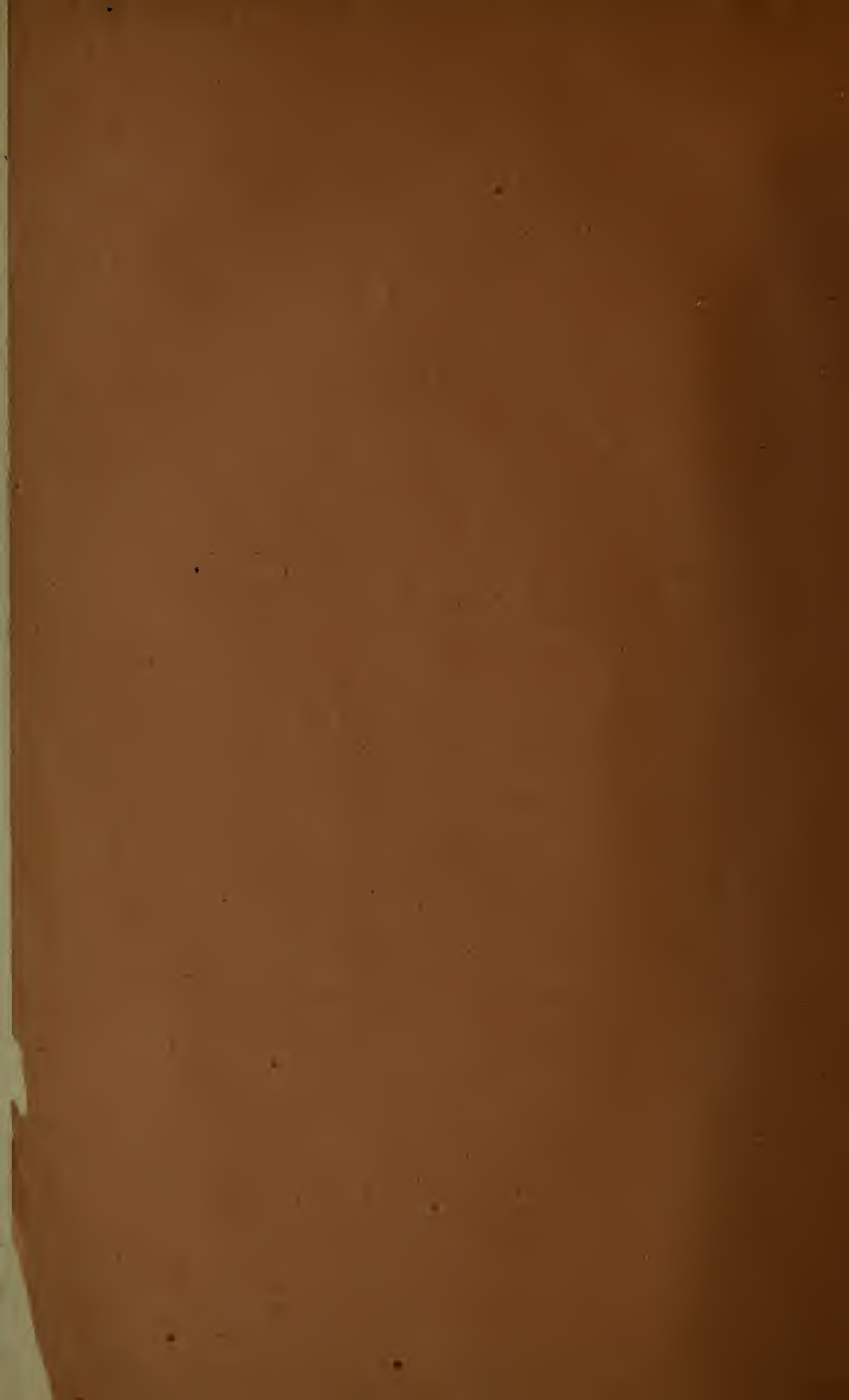
For the two years ending Nov. 3, 1867.

SAN FRANCISCO:

TOWNE & BACON, BOOK AND JOB PRINTERS, EXCELSIOR OFFICE,

No. 536 Clay Street, just below Montgomery.

1867.



BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

For the Two Years ending November 3d, 1867.

TO THE HON. F. F. LOW,
Governor of the State of California.

In pursuance of the requirements of the Statute, the Board of State Harbor Commissioners herewith submit their report for the two years ending November 3d, 1867.

At the date when the preceding report of this Commission was submitted, an advertisement was in course of publication soliciting proposals for leasing a portion of the Water Front, previously set apart for the purposes of a dry dock, under the provisions of section 7 of the Act of March 5th, 1864 (Statutes 1863-4, page 142). Accordingly upon the 17th day of November, 1865, the day named in the advertisement, the Board proceeded to open the bids. Only one bid was received, being that of A. W. Macpherson, W. H. Hooke, W. J. Adams, C. H. Wetherbee, and W. C. Talbot, the bidders agreeing, should their proposal be accepted, to build a dry dock, within thirty months from the acceptance of their bid, of a capacity sufficient to accommodate a vessel of 1200 tons burthen, and as soon thereafter as the wants of commerce might require, a dock of a capacity sufficient to receive a vessel of 4,000 tons burthen; to pay a monthly rental of \$50 per month for the first thirty months, and from the expiration of said thirty months, a monthly rental of \$150 per month for the balance of the term of the lease. After mature deliberation, the Board

accepted the bid, with this proviso : that said bidders should agree to build first the larger of the two docks referred to in their bid, and should file with the Board a good and sufficient bond in the sum of \$100,000 for the faithful fulfillment of the requirements of the lease ; also an additional bond in the sum of \$50,000 liquidated damages for the completion of the dock within the time named in the bid. On the 15th of December, the bidders having acceded to the terms of the proviso, and having executed and submitted to this Board the required bonds, the Board proceeded to execute the lease. On the 13th day of February of the present year the lessees under the said dry dock lease presented a communication to the Board, desiring a modification of their obligation so far as to allow them, the lessees, to build a dock of capacity less than stipulated in said lease, and for the following reasons : " That since the assumption by the lessees of the obligations named in the lease, other and responsible parties, with ample capital, have commenced the construction of a dock at Hunter's Point, which when completed will be of a size sufficient to accommodate vessels of the largest class, and which, from the plan of its construction, being a permanent and substantial structure, excavated into the fixed stone of the Point, affording equal accommodations and greater safety to vessels when docked, and for these latter reasons would divert such a proportion of the docking of large vessels as to reduce the business of the dock required to be built by the lessees, so as to result to their loss, while from having to operate a large dock for vessels of a smaller class would require either exorbitant charges or else prove unremunerative ;" and the communication of the said lessees having been accompanied and sustained by communications to the same effect from several of the more prominent merchants and ship-owners requesting said modification, the Commissioners, after consultation with their counsel and upon due consideration of the matter, did by resolution consent to a modification of the said dry dock lease, so as to allow the said lessees to build a dock of the length of 200 feet, and of a capacity sufficient for docking vessels of 1500 tons burthen, Custom-house measurement. In making this modification, the Commissioners required the sureties to the bonds in connection with said lease to agree by an obligation properly executed that said modification should in no manner impair their liability upon the bonds, and the obligation of the lessees to build a dock of

the size originally specified in the lease is in no way invalidated or varied on the part of the Board, except in the event of the completion of the Hunter's Point dock. Upon the termination of said lease the lessees are to surrender the premises leased, with the outer half of the streets of a width of 75 feet by the entire length of the frontage granted, substantially built and in good condition.

On the 11th day of January, 1866, the Board contracted with Mr. T. R. Brooks, Civil Engineer, to make further soundings upon a line parallel to and fifty to sixty feet outside the Water Front line of 1864, to ascertain more fully the character of the bottom, its slope, and general surface, the depth of water and mud, and to furnish profiles, etc., for the assistance and convenience of engineers in making plans and estimates for the contemplated Sea Wall. This contract was completed together and at the same time with the contract of October, 1865, (see last report) on the 9th of March, 1866, and the report of the said engineer was printed for the use of the parties intending to compete for the premium for the best plan for a "Sea Wall," which premium, one thousand dollars, was offered by this Commission, through advertisements published in several of the daily newspapers, in the month of April, 1866. Parties submitting plans were requested in said advertisements to affix some mark or cypher, in lieu of their names. On the 5th of July following, the time named in the advertisements during which plans would be received, having expired, the Commissioners found, upon examination, that no less than thirty plans had been submitted by various parties for structures differing widely in general design, material, method of construction, and cost. Many of these plans were at once rejected, being so incomplete, both in drawing and specifications, as well as palpably erroneous in estimates, as to be unworthy of careful consideration. Others were elaborately designed, with estimates and method of construction detailed fully and with great care. A work so important as the contemplated structure, involving under the most favorable circumstances a large expenditure of money, and intended as a permanent and effectual barrier to the encroachments of the sea upon one side, and as a defense against a vast quantity of mud upon the other, required the exercise of the greatest caution. In the adoption of a plan the Board were also to be governed by the most comprehensive economy, properly considering not alone the actual cost of the

work, but also the ability of any plan to meet the conditions to which it would be subjected during the process of and after its construction, and the amount of revenue which would be required and could be devoted to meet the cost.

After the most thorough and systematic examination and re-examination, the plan marked "Y. y." was accepted, on the 20th of September, 1866. This plan proved subsequently to have been that of Messrs. W. J. Lewis and F. Allardt, Civil Engineers, to whom the premium was awarded and paid. (For a description of the plan adopted, reference is respectfully made to the Report of the Engineer, hereunto annexed.)

By authority of an Act of the Legislature, approved April 2d, 1866, Statutes of 1865-6, pp. 853-854, the Commissioners were empowered to lease that portion of the Water Front upon the South Bay, being the frontage of Blocks seven and eight, for a term of fifteen years; this also included the privilege, as mentioned in said Act, of erecting a wharf at the foot of Townsend Street. Upon the following 18th of April, the Board advertised for proposals for leasing the same. Upon the 30th of May, as advertised, the Board opened the bid, one only being received, that of the Pacific Mail Steamship Company, and, on the 6th of June, the bid of said company was accepted, and a lease executed. By the terms of the lease said Company pay a monthly rental of \$1,250 for each and every month during the period above named; and, upon the termination of the lease, the improvements, which are to be maintained and surrendered in good order, will revert to the State. As a guaranty for the faithful performance of the obligations of the lessees under said lease, the Commissioners required a satisfactory bond in the sum of \$100,000, (liquidated damages) which bond was duly executed by said company, and is on file in this office.

The Commissioners, upon the 12th day of February, 1866, executed a lease to the Alameda Ferry Company of a portion of the Water Front on Davis Street, between Broadway and Pacific streets, said Company having applied to this Board for a landing place, under a clause of sec. 4 of an Act of the Legislature, approved March 5, 1864 (Stat. 1863-4, p. 140). This lease is for three years, free of rent, (as specified in the Act referred to) the Ferry Company constructing and maintaining all necessary works required for its use. Subsequently the said Company, having to a

very considerable extent transported merchandise and landed the same upon the Water Front, the Commissioners caused an action to be brought by their attorney against the Company, this Board maintaining that Ferry Companies have no right, under the section of the Act referred to, to land merchandise free of wharfage. For further information as to the condition of this suit, and the points at issue, we respectfully refer to the report of Mr. Tompkins, Special Counsel to the Board, which is hereunto annexed.

Upon the 19th of November, 1866, the Commissioners received a communication from the Secretary of the Pacific Rolling Mill Company, requesting the appraisal of certain submerged and tide lands for said Company, in pursuance of an Act of the Legislature, approved April 2, 1866 (Stat. 1865-6, p. 841). After an examination of the premises and due consideration the Board, upon the 4th of the following January, determined the valuation of the land at \$300 per acre, and communicated their decision to said Company. The Commissioners, deeming it for the interests of the State to possess that portion of the Water Front granted to the Oakland and San Antonio Steam Navigation Company by Act of the Legislature, approved April 27, 1863, (Stat. 1863, p. 95) in the month of December, 1863, notified said Company, in the manner directed in sec. 6 of said Act, and subsequently appointed Mr. J. Galloway as Commissioner in behalf of the State to appraise the premises. The Company, on its part, selected as Commissioner Mr. E. W. Burr, and the third Commissioner; Mr. James Dowes, was selected by the said Galloway and Burr. On the 4th of June said Commissioners submitted their decision, and appraised the premises referred to at \$31,000, awarding said sum to the Company. This amount the Board considered excessive, and declined to pay unless compelled by due process of law. The Commissioners were, however, anxious in behalf of the State to obtain possession of the premises, and finally, as an ultimatum, expressed a willingness to pay the sum of \$27,500, which was accepted, and a conveyance of the premises, with all the rights and title of said Company therein, submitted to and accepted by this Board, and the amount paid in the manner prescribed by law on the 29th of the same month. Since the above has become the property of the State the net revenue from the same has averaged \$870 per month.

The decision of the Supreme Court in the cases of the People

vs. the Broadway, Pacific Street, Market Street, and Central Wharf Companies having been favorable to the State, upon the 13th of last February, the Commissioners entered into the possession of said wharves, and commenced the collection of the revenues thereof.

In the settlement of these suits the State received the sum of \$50,000 currency, which was remitted to the State Treasurer and placed to the credit of the Harbor Protection Fund. On the day following the surrender of said wharves the Board advertised the same for lease, for a term of three years, according to the requirements of the law, and also advertised for proposals for building the outer half of East Street from the northerly line of Market Street Wharf to the southerly line of Clay Street Wharf, 75 feet in width. This important improvement was contracted for on the 4th of March, and completed in the middle of April, at a cost of \$13,622 83, establishing a safe and convenient landing place and thoroughfare from wharf to wharf upon a portion of the Water Front, where a large amount of business is transacted.

Of the proposals received for the leasing of the wharves advertised as above, the only bid accepted was that of the California Steam Navigation Company for Broadway Wharf, at a monthly rental of \$2000, the Company making all repairs, and upon the expiration of the lease surrendering the structure in good condition. The said lease also provides that said Company shall, at their own cost, perform all the dredging that may be required in the slips upon each side of the wharf. The obligations of the lessees to the State are secured by a bond in the sum of \$20,000, signed by responsible sureties.

The amount of money accumulated in the Harbor Protection Fund having reached a sum that would justify the Commissioners in commencing the construction of the Sea Wall, the prominent idea of the law under which this Commission was established, the Board, as a preparatory step, appointed Mr. W. J. Lewis as engineer. Mr. Lewis was one of the designers of the plan adopted by the Board, and from his great experience in the construction of extensive works requiring a high order of engineering talent, was deemed by the Commissioners as particularly qualified for the position. The law makes no provision for the permanent employment of an

engineer, or the payment of a salary for such service ; hence the understanding with Mr. Lewis was this, viz : that the Board appointed him, subject to future legislation, which the Commissioners would endeavor to obtain.

The necessity for the employment of an engineer, whose business it shall be to properly specify and direct the work, and to generally superintend the construction of an improvement so important as the proposed Sea Wall, the Board deem it hardly necessary to discuss. The arrangement with Mr. Lewis was entered into by the Board on the 3d of May, 1867, at a salary of \$4000 per annum. The Commissioners respectfully request such legislation as may be necessary to give validity to the arrangement to enable them to pay Mr. Lewis for services rendered, and for authority to permanently employ and pay an engineer.

In the latter part of June, descriptive plans and specifications having been prepared by the Engineer, the Commissioners advertised for proposals for building three sections of the Sea Wall. The portions of the Water Front selected were as follows : first, Front Street, from the northerly line of Vallejo Street to the northerly line of Union Street ; second, East Street, from the southerly line of Pacific Street to the southerly line of Washington Street ; third, East Street, from the southerly line of Market Street to the southerly line of Mission Street ; these sections were advertised with a special reference to the peculiarities of each of the localities above named, and for the purpose of testing, through such bids as might be received, the estimates made by the engineers in connection with the plan adopted, the Commissioners reserving the right to accept bids for either of the above sections.

On the 15th of July, the day specified in the advertisements, the bids received were opened in the presence of the bidders, and on the 18th the proposal of Mr. A. H. Houston, for building the second section as above described, was accepted, and the contract executed on the 23d of the same month. The price for the section complete is \$206,554, or \$278 per lineal or front foot, being \$66 90 per lineal foot less than the estimate of the Engineer, or nearly \$50,000 less than the estimated cost of the entire section. The bid of the said Houston, for the building of Section First, from Vallejo to Union Street, was accepted, and a contract executed on the 23d of July, as above, for the construction of the embankment

of said section, at the price of \$112 per lineal or front foot. The Board reserved the right to contract, when the amount in the Harbor Protection Fund will admit, with the same party for building the superstructure at the price of \$105 per foot, which would make the cost of said section \$217 per front foot, complete, or \$141,050 for the entire section, being \$11 31 per foot in excess of the Engineer's estimate.

Responsible bonds were exacted, and were given by the contractor, in the sum of \$105,000 for the fulfillment of the first contract, and \$75,000 for the second. Work was commenced early in September, and is being vigorously prosecuted.

The accumulation of mud in the slips alongside of many of the wharves has required, as was mentioned in the last annual report, a considerable expenditure for dredging. During the period embraced herein the Commissioners have expended the sum of \$54,406.50. This outlay was necessary in order to furnish dockage accommodation for the larger class of vessels at Vallejo, Mission, and Jackson Street wharves. Further dredging is required, and the Board have contracted for the deepening of the slips at Vallejo, Pacific, and Market Street wharves.

By the Act of 1863 the Commissioners are allowed only fifty dollars per month for office rent, which as the business of the Commission increased was found entirely inadequate for the procurement of the accommodations required. Accordingly about the close of the year 1866 arrangements were made with Edmund Scott, agent for A. B. McCreary, to furnish an additional room adjoining the office of the Commissioners for the sum of twenty-five dollars per month, thereby increasing the cost of office rent that amount beyond the allowance provided by law. By the arrangement above noted Mr. Scott agreed to postpone the presentation of his demand for the additional rent until the Legislature should by necessary enactment authorize its payment, the Commissioners having agreed on their part to request such legislation. We would therefore recommend the passage of an Act authorizing the payment of twenty-five dollars per month from the third day of January, 1867, for office room, in addition to the amount now allowed by law.

The increase in the business of the Commission renders it absolutely necessary that additional clerical force should be allowed.

At present in the case of the sickness of the Secretary, serious derangement in the business of the office would ensue, causing delay, if not loss, and creating confusion in the accounts.

The leases for various portions of the Water Front having expired during the months of September and October, the Commissioners, as required by law, advertised the same for lease, as provided by the Act, for a term not exceeding three years. The wharves held by the Commission have also been advertised. The premises known as Folsom Street Wharf, together with a portion of Stuart Street, have been leased to the California, Mexico, and Oregon Steamship Company for the sum of \$1750 per month, the lessees to make their own repairs, dredging if required at their own expense, and to build so much of the outer half of Stewart Street of a width of 75 feet by 470 feet in length as is not already built, and at the end of three years returning the same to the State in good condition.

A portion of the easterly line of Sansome and of the northerly line of Chestnut Streets to I. Friedlander for \$540 per month.

A portion of the northerly line of Lombard Street and the easterly line of Battery Street to W. A. Green and A. J. McCabe for \$150 dollars per month.

A portion of the northerly line of Greenwich and of the easterly line of Front Street to L. B. Edwards and L. P. Sage for \$140 per month.

The Commissioners have also renewed the ferry lease of Charles Minturn for a portion of the outer half of Davis Street between Vallejo and Broadway wharves.

The obligation of the lessees to the State are in each case secured by ample and responsible bonds.

The sum expended for repairs demanded by urgent necessity for the two years embraced in this report is \$66,468,30. (For details of this expenditure see Financial statement.) A further but very moderate outlay will place all of the wharves and the portions of the Water Front now built upon in good condition.

The Commissioners estimate the revenue of the next two years as follows: Net monthly receipts from November 1, 1867, to November 1, 1869, \$20,000 per month, of which sum, \$240,000 per annum, sixty-six and two-thirds per cent. can be remitted to the credit of the Harbor Protection Fund, and the remainder—thirty-

three and one third per cent.—to the credit of the Wharf and Dock Fund, to be drawn upon to pay for any dredging or wharf improvements that may be required.

Respectfully submitted,

C. L. TAYLOR,
S. S. TILTON,
JAMES LAIDLEY.

RECEIPTS,

From November 3d, 1865, to November 4th, 1867.

Clay Street Wharf.....	\$30,538 05
Jackson Street Wharf	26,085 65
Washington Street Wharf.....	18,606 30
Mission Street Wharf.....	69,973 25
Vallejo Street Wharf.....	72,773 25
North Point Wharf	16,253 15
Folsom Street Wharf	47,750 00
Howard Street Wharf	42,968 22
‡Pacific Street Wharf.....	20,010 00
‡Broadway Wharf.....	18,000 00
‡Commercial Street Wharf.....	7,360 97
‡Market Street Wharf	18,241 60
East Street Water Front, (North of Market Street)	14,478 55
East Street Water Front, (Market to Folsom Street).	32,912 00
Main Street Wharf.....	6,000 00
Front Street, portion of.....	1,313 00
Stewart Street.....	3,207 25
Spear and Bryant Streets, portion of.	4,053 75
†Oakland and San Antonio Steam Navigation Co.....	5,538 97
Vallejo Street Water Front, (Davis to Front Street).....	6,900 00
Davis St. (portion of Water Front on)	240 00
Dry Dock Company.....	1,200 00
Pacific Mail S. S. Co.....	12,500 00
Battery Street, portion of.....	150 00
Alameda Ferry Company.....	214 95
Total revenue from wharves	
<i>Carried forward</i>	\$477,268 91

† This includes the amount of \$3,338.97 collected by the Board since the purchase of the premises on the 29th of June, 1867, since which time it has been known as La Rue's Wharf.

‡ Receipts for eight months since termination of suits.

<i>Brought forward</i>		\$477,268 91
*Pacific Street Wharf.....	\$15,000 00	
*Market Street Wharf	15,000 00	
*Broadway Wharf.....	15,000 00	
*Commercial Street Wharf.....	5,000 00	
	<hr/>	50,000 00

PROTEST ACCOUNT.

Amount of dockage paid under protest and withheld heretofore, to abide events.....	\$3,013 00	
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DREDGING ACCOUNT.

Amount received from Ferry Company, being their proportion of cost of certain dredging.....	1,368 25	
	<hr/>	4,381 25

STATE WHARF AND DOCK FUND.

Amount drawn by Commissioners, as per Orders Nos. 19 to 29 inclusive		108,414 44
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HARBOR PROTECTION FUND.

Amount drawn by Commissioners, as per Orders Nos. 1, 2 and 3....		3,500 00
		<hr/>
		\$643,564 60
		<hr/> <hr/>

* The items marked thus * were received in currency in the settlement of the suits with said Companies. See Report of E. Tompkins, Esq., Special Counsel to Board.

DISBURSEMENTS,

From November 3d, 1865, to November 4th, 1867.

URGENT REPAIRS.

Clay Street Wharf.....	\$3,037 66	
Jackson Street Wharf	673 35	
Washington Street Wharf	2,516 35	
Mission Street Wharf.....	17,959 79	
Vallejo Street Wharf	4,161 57	
North Point Wharf.....	787 20	
Howard Street Wharf.....	1,109 43	
Pacific Street Wharf.....	17,604 24	
Commercial Street Wharf	1,173 43	
Market Street Wharf.....	9,431 91	
Vallejo Street, (Davis to Front Street)	245 75	
Davis Street, portion of.	88 00	
East Street, (Market to Clay Street)..	550 00	
East Street, (Jackson to Washington St)	2,126 96	
East Street, (Clay to Washington St.) .	553 00	
East Street, (north of Jackson Street) .	503 28	
La Rue's Wharf.....	112 70	
Sweeping Wharves.....	3,833 75	
	<hr/>	\$66,468 37

CURRENT EXPENSES OF WHARVES.

Salaries of Wharfingers and Collectors, and amount paid for moving shipping in certain cases	42,319 67
<i>Carried forward</i>	<hr/> \$108,788 04

Brought forward..... \$108,788 04

DREDGING ACCOUNT.

Amount paid for Dredging, as per sun-		
dry contracts, at—		
Vallejo Street Wharf.....	\$26,628 50	
Mission Street Wharf.....	13,856 00	
Jackson Street Wharf.....	5,180 00	
Howard Street Wharf.....	5,120 00	
North Point Wharf.....	3,584 00	
Advertising	38 00	
	<hr/>	54,406 50

EXPENSE ACCOUNT.

Rent of office.....	\$1,200 00	
Books and stationery.....	333 10	
Printing.....	638 00	
Advertising	648 00	
Cleaning office.....	208 85	
Revenue and Postage Stamps.....	244 77	
Exchange, Fuel, Wharf Brooms, and various items.....	1,579 98	
	<hr/>	4,852 70

LEGAL COUNSEL.

Amount paid Edward Tompkins, Special Counsel to Board.....	6,000 00
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OFFICE APPROPRIATION, ETC.

Amount paid for additional safe and fur- niture.....	330 62
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SALARY ACCOUNT.

Amount paid salaries of Commissioners and Secretary	22,800 00
	<hr/>
<i>Carried forward</i>	\$197,177 86

Brought forward \$197,177 86

LEGAL EXPENSES.

Amount paid expenses in connection
with litigation..... 793 00

SEA WALL ACCOUNT.

Amount paid T. R. Brooks, for making
survey, soundings and profiles of
Water Front..... \$2,500 00
Amount paid W. G. Lewis and G. F.
Allardt for Plan for Sea Wall, mark-
ed "Y.y."..... 1,000 00
Advertising, Tide Gauge, &c..... 373 50

3,873 50

CONSTRUCTION ACCOUNT.

Amount paid for building the outer half
of East Street from Market to Clay
Street Wharves, as per contract.... \$13,622 83
Amount paid for the Oakland and San
Antonio Steam Navigation Company's
Wharf and Landing, as per appraise-
ment..... 27,500 00

41,122 83

STATE WHARF AND DOCK FUND.

Amount remitted State Treasurer..... 118,207 62

HARBOR PROTECTION FUND.

Amount remitted State Treasurer..... 282,389 79

\$643,564 60

STATE WHARF AND DOCK FUND, DR.

May 2d, 1866—Amount remitted by Commissioners	\$11,649 40	
June 2d, 1866—Amount remitted by Commissioners	10,848 00	
Aug. 2d, 1866—Amount remitted by Commissioners	11,112 44	
Feb. 2d, 1867—Amount remitted by Commissioners	13,161 40	
March 2d, 1867—Amount remitted by Commissioners	9,207 36	
June 4th, 1867—Amount remitted by Commissioners	19,037 26	
Aug. 2d, 1867—Amount remitted by Commissioners	20,993 99	
Sept. 4th, 1867—Amount remitted by Commissioners	22,197 77	
	<hr/>	\$118,207 62
Balance in Fund November 3d, 1865..		29,590 02
		<hr/>
Total		<u>\$147,797 64</u>

STATE WHARF AND DOCK FUND, CR.

By Amount of Commissioners' Orders, as follows :

April 28th, 1866 — No. 19, favor of	
Minturn & Hartshorne.....	\$13,682 50
May 9th, 1866—No. 20, favor of Min-	
turn & Hartshorne.....	13,856 00
Sept. 7th, 1866 — No. 21, favor of	
Minturn & Hartshorne.....	12,946 00
Sept. 7th, 1866 — No. 22, favor of	
Minturn & Hartshorne.....	3,584 00
Dec. 31st, 1866 — No. 23, favor of	
Charles Minturn.....	2,268 25
Jan. 23d, 1867 — No. 24, favor of	
B. M. Hartshorne.....	5,120 00
Jan. 24th, 1867 — No. 25, favor of	
Charles Minturn.....	2,911 75
April 25th, 1867 — No. 26, favor of	
Galloway & Boobar.....	13,622 83
June 29th, 1867 — No. 27, favor of	
J. B. LaRue.....	27,500 00
August 7th, 1867—No. 28, favor of	
Blythe & Wetherbee.....	5,807 19
August 8th, 1867—No. 29, favor of	
Galloway & Boobar.....	7,115 92
	<hr/>
	\$108,414 44
Balance in Fund, Nov. 3d, 1867.....	39,383 20
	<hr/>
	\$147,797 64

SAN FRANCISCO HARBOR PROTECTION FUND, DR.

To Amount remitted by Commissioners :

December 2d, 1865.....	\$11,519 77
January 3d, 1866.....	11,951 89
February 2d, ".....	9,462 06
March 2d, ".....	11,336 46
April 3d, ".....	11,856 41
July 3d, ".....	11,507 38
September 4th, ".....	9,414 75
October 2d, ".....	10,027 06
November 2d, ".....	11,338 34
December 3d, ".....	11,163 65
January 4th, 1867.....	11,139 73
February 28th, " (Currency)	35,000 00
April 4th, ".....	19,415 76
May 3d, ".....	20,939 06
May 24th, " (Currency)	15,000 00
July 2d, ".....	16,229 26
October 3d ".....	26,928 29
November 3d, ".....	28,159 92

 \$282,389 79

Balance in Fund, November 3d, 1865, 55,657 76

 \$338,047 55

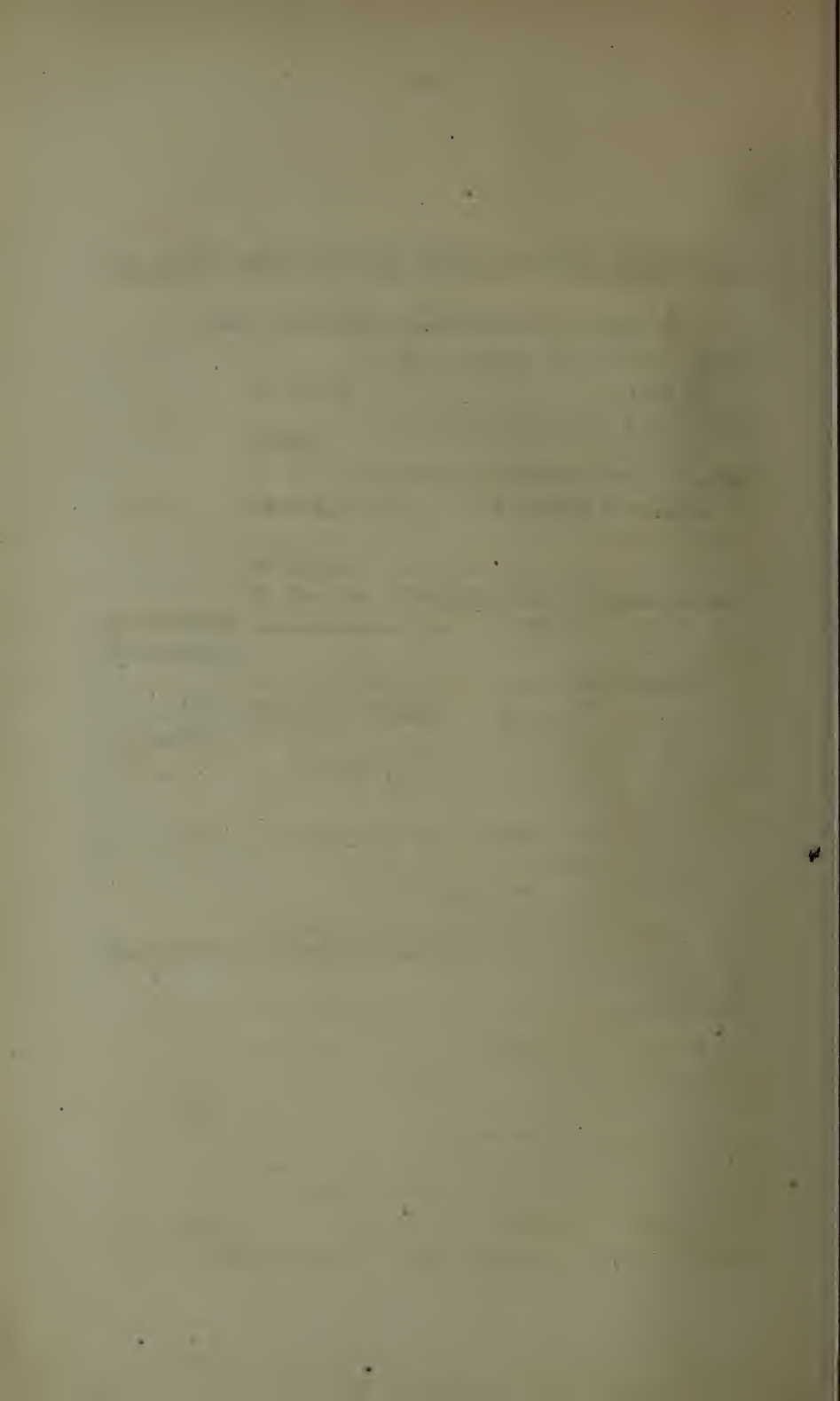
SAN FRANCISCO HARBOR PROTECTION FUND, CR.

By Amount of Commissioners' Orders as follows:

March 9th, 1866, No. 1, favor of T.	
R. Brooks	\$2000 00
April 25th, 1866, No. 2, favor of T.	
R. Brooks	500 00
September 27th, 1866, No. 3, favor of Lewis & Allardt	1,000 00
	<hr/>
	\$3,500 00
Balance in Fund, November 3d, 1867,	334,547 55
	<hr/>
	\$338,047 55
	<hr/>

E. and O. E.

ROB'T. E. C. STEARNS,
Secretary.



REPORT OF EDWARD TOMPKINS, ESQ.,

SPECIAL COUNSEL TO BOARD.

SAN FRANCISCO, November 1, 1867.

TO THE BOARD OF STATE HARBOR COMMISSIONERS:

At the date of my last report the following suits were pending and undetermined:

1. *The People vs. The Broadway Wharf Company.*
2. *The People vs. The Pacific Wharf Company.*
3. *The People vs. The Claimants of the Market Street Wharf Company.*
4. *The People vs. The Central Wharf Company.*
5. *The People vs. John G. Klumpke and others.*
6. *The Broadway and Pacific Wharf Company vs. George Goss and the Members of the Board of State Harbor Commissioners, individually.*

Since that time the following suits have been commenced:

7. *The People vs. The Steamer America.*
8. *The People vs. The Moses Taylor.*
9. *George T. Marye vs. Joseph Galloway and others.*
10. *The People vs. The San Francisco and Alameda Railroad Company.*

The above ten cases are all upon which I have now to report.

At the time my last report was made, "the Wharf cases" (one to four inclusive) were in the Supreme Court awaiting argument. They were subsequently argued orally and upon briefs, and after a most thorough and careful examination by the Court, the judgments of the District Court were in all things affirmed, and the title of the State to the contested wharves fully established.

The question of damages for the detention of the wharves then became important, and was the subject of much negotiation with the

parties representing the several defendants. As possession of the wharves could not be obtained until the litigation was ended, it was manifestly for the interest of the State that the most speedy adjustment possible should be made. The damages, when recovered, would be payable in currency, while the revenues withheld would be paid in gold. During the litigation, it would be for the interest of the defendants to use the wharves as much as possible, and to expend no money for repairs. They would thus, when finally recovered, be in so dilapidated a condition as to be of little or no value to the State until rebuilt. The interference with the carrying out of the system for the control of the Water Front, from having four of the principal wharves in the hands of competing parties, was so great as to be a very strong argument in favor of the speediest settlement possible. Four powerful companies, defended by as many of the ablest lawyers in the State, could protract the litigation many months, and as by law they were allowed to set off the value of the wharves they had built against the damages claimed, it was at least possible that they would be able to persuade a jury that in losing the wharves they were sufficiently punished for having intruded upon the property of the State. Such has been the result in other cases, and in view of all the facts stated it was not doubtful what course should be pursued. When, therefore, an offer of the immediate surrender of the four wharves, and the payment of fifty thousand dollars damages, in currency, was received, and it was apparent that no better settlement could be made, the proposition was accepted. The wharves passed at once under the control of the Board, and the damages were paid. The receipt of \$63,612.57, in gold, from the four wharves, since that time, (eight months) has conclusively demonstrated the wisdom of the settlement.

It is a subject of just congratulation that you have thus been able to recover for the State property wrongfully withheld, that now pays over one hundred thousand dollars a year, and that measured by the income it produces, is of the value of at least one million of dollars.

The suit of *The People vs. Klumpke and others*, (No. 5) was brought to recover possession of the Water Front between Jackson and Pacific Streets. Since my last report it has been tried in the Fourth District Court, and a verdict and judgment obtained against the defendants. A motion for a new trial has been denied, and

they have now appealed to the Supreme Court. It will, undoubtedly, be disposed of at the next term, and I have as yet seen no reason to doubt that the judgment will be affirmed. If I am not disappointed in this expectation, the result will place the Commissioners in the possession of the entire Water Front, will end the various litigations in relation to it without a suit having been lost, and will vindicate the wisdom of the legislation by which the present system was adopted.

The action brought by the Broadway and Pacific Wharf Companies against George Goss and others, (No. 6) was instituted to restrain the Oakland Ferry Company from taking a lease from the Commissioners for a portion of the slip between Pacific and Broadway Streets. The Twelfth District Court having dissolved the injunction, and decided in favor of the defendants, the suit was adjusted between the plaintiffs and the Ferry Company, and finally dismissed.

Cases No. 7 and No. 8, were brought against the steamers America and Moses Taylor, to recover wharfage due and unpaid by them. Their owners not residing within the State, the actions were commenced directly against the vessels, under the provisions of the statute of this State authorizing proceedings in that form. Judgments were obtained in each case in the District Court against the defendants, and they have appealed to the Supreme Court. The cases were argued and submitted at the last April term, but have not yet been decided. The only defense relied upon is, the unconstitutionality of the Act of the Legislature under which the suits were brought. Its constitutionality has been repeatedly affirmed by the Supreme Court, but after the appeals were taken in these cases, a decision was made by the Supreme Court of the United States, at Washington, that it is claimed overrules the decisions heretofore made by our own Courts. If this be so, it is yet claimed that the defendants have failed to present to the Court any of the facts necessary to make the decision applicable to their several cases. It is expected that decisions will be had at the next term of the Supreme Court.

Case No. 9 is of no interest to the Commissioners, except as it involved the title to a portion of the Water Front between Market and Clay Streets. The Board having contracted with Galloway & Boobar for the widening of East Street, as required by law, and

the contractors having commenced their work, George T. Marye commenced this action against them, alleging that he was the owner of the premises, and obtained an injunction forbidding the contractors from further prosecuting their work. As the time within which they were to complete it was limited by their contract, and would expire long before a trial could be had, the contractors were compelled to abandon their contract. As the Commissioners were not parties to the suit, or enjoined thereby, and the public interest required that the work should be done, they proceeded with it without delay, and were allowed to complete it without further interruption. The suit was reached in its regular order the last week in October, and was then dismissed by the plaintiff.

The suit of *The People vs. The San Francisco and Alameda Railroad Company*, (No. 10) was brought to recover from the defendants the wharfage upon freight brought over their railroad, and landed by them upon the wharf in this city. Its payment was resisted by them, upon the ground that the Commissioners had granted to the *Alameda Ferry Company* the privilege of using a portion of the slip between Broadway and Pacific Streets, "for the purpose of ferriage only," without charge therefor, as they were required by law to do. Under this privilege, it was claimed that the *Alameda Railroad Company* had the right to bring all the freight of Alameda County, if they could get it, and because they used the ferry-boat to land it upon the wharf, should have an exemption from the charge upon it that all other common carriers were required to pay. The same rule would give the *Pacific Railroad Company*, when completed, the same exemption; and it was so manifestly unjust, and so unfair to shippers of produce from all other parts of the State, that the Commissioners insisted upon the payment of wharfage, and a case was made and submitted to the Fourth District Court. Judgment was rendered in favor of the Commissioners, and the *Railroad Company* have appealed to the Supreme Court. It is expected that it will be decided at the next term. I cannot doubt that the judgment will be affirmed.

The foregoing comprises all the business now in my hands, and is respectfully submitted.

EDWARD TOMPKINS,

"Special Counsel."

REPORT OF W. J. LEWIS, ESQ.,

CIVIL ENGINEER.

TO THE HONS. C. L. TAYLOR, S. S. TILTON, AND JAMES LAIDLEY,
STATE HARBOR COMMISSIONERS:

GENTLEMEN:—At a meeting of your Board, held on the third of May last, you were pleased to appoint me Superintending and Constructing Engineer of the proposed Sea Wall along the water front of the City of San Francisco.

A few days subsequent to my appointment, I was directed by your Board to make the necessary working drawings and specifications in accordance with the plan adopted by you, with a view to advertising for bids for the construction of the work.

Under these instructions, I prepared general specifications for the whole work, and additional specifications in relation to the sections first proposed to be advertised. I also made detailed working plans and profiles, showing the location and character of the work to be done. These specifications and drawings were submitted for your approval, and after such approval, the specifications were ordered printed for the guidance of bidders. Immediately thereafter, sealed proposals were solicited by public advertisement, to be received until the fifteenth of July, for the following sections, viz:

1st. *Front Street*, from the northern line of Union Street to the northern line of Vallejo Street; length, 650 feet.

2d. *East Street*, from the southern line of Pacific Street to the southern line of Washington Street; length, 743 feet.

3d. *East Street*, from the southern line of Market Street to the southern line of Mission Street; length, 632½ feet.

The average depth below mean low water to solid foundation, as determined by Mr. Brooks' soundings is, on the first section, thirty-five feet; on the second, fifty-six feet; and on the third, sixty-eight feet. In consequence of the difference of depths, the amount of rock and earth embankment per lineal foot is much greater on the second section than on the first, and on the third than on the second. On the day specified in the advertisement, the bids received were opened in the presence of the bidders.

On the 18th of July, the proposition of A. H. Houston (being the lowest) for building the second section, was accepted, and the contract signed on the 23d of the same month. Under this contract, Mr. Houston agrees to complete said section in accordance with the plans and specifications, for the sum of \$206,554, or, at the rate of \$278 per lineal foot. On the same day, a contract was executed with Mr. Houston for the construction of the embankment of the first section. He agrees to complete the dredging, foundation, embankment, and all of said work, except the concrete, masonry, and rip-rap wall, within seven months from that date, and that as soon after the completion thereof as he shall be notified by the Board, he shall proceed with the building of the residue of said work, and complete the same within six months of the time of receiving said notice. The price to be paid for the first portion of said work is \$72,800, and for the second portion, \$68,250, making the total contract price for the first section, \$141,050, or, \$217 per lineal foot. By the terms of the contract for both sections, the Engineer is required to estimate the amount of work done every sixty days, and seventy-five per cent. of the value thereof is paid to the contractor, the remaining twenty-five per cent. being retained until the entire work is completed and accepted by the Board.

A reference to the estimates I have furnished you, will show that although the contract price for the first section slightly exceeds the estimate, the aggregate price for the first and second sections is considerably below it.

It will also be seen that bids were received from responsible parties for building the third section for a less amount than I have estimated.

Work was commenced on the first section in the early part of September, and has been vigorously prosecuted to date.

As sixty days from the time of commencing the work have not expired, no estimate has yet been made, and no money paid on account of contract. In the progress of the work thus far, nothing has occurred to lessen my confidence in the practicability of the plan adopted by you.

Yours, very respectfully,

WM. J. LEWIS,

Superintending and Constructing Engineer.

SAN FRANCISCO, Nov. 1st, 1867.

SPECIFICATIONS

FOR BUILDING THE SEA WALL

ALONG THE WATER FRONT OF SAN FRANCISCO.

GENERAL DESCRIPTION.

A pit, or channel, sixty feet wide, at the bottom, at a level of twenty feet below mean low tide, is excavated, and in this channel is placed the foundation of the sea wall, consisting of a rock embankment, thirteen feet in width on top at the level of mean low tide. The outer extremity of the excavation corresponds with the city front, and consequently, at this point the slope of the rock embankment is twenty feet below mean low water. The stones are thrown *pellmell* into the Bay, beginning on the center line of the embankment, and are allowed to settle until they reach a firm foundation.

When it is ascertained that the settling has ceased, a body of concrete, two feet in thickness and ten feet in width, is laid upon the embankment, and upon this concrete is constructed a wall of solid masonry.

This wall is seven feet and three inches in width at the bottom, and nine feet eight inches in height. It is vertical on the land side, and on the harbor side has a batter of two inches to the foot

for seven feet and eight inches, where there is an offset of two feet, forming a recess designed to receive the ends of the timbers of the wharf. From this offset the wall is carried up vertically two feet, making it four feet in width on the top.

The top of the wall is four inches below the official grade of the city, and the face of the wall at the top is forty feet distant from the line of the water front.

A sewer is designed to pass through the middle of every street intersected by the sea wall. Through the wall a brick sewer with granite facings must be constructed, and through the earth embankment, from the termination of the brick sewer to its outer slope, a timber sewer. The form and dimensions of the sewers will correspond with those used by the city in the respective streets.

The face of the embankment on the harbor side is protected by a *rip-rap* wall, no stone in which shall weigh less than five hundred pounds.

The back of the sea wall is forty-four feet distant from the line of the water front, leaving thirty-one feet to the middle of the street. This space back of the wall is to be filled in with earth embankment, the inner side having a slope of one and a half horizontal to one vertical.

REMOVAL OF OBSTRUCTIONS.

All wharves, piles, or other obstructions within the limits of the proposed work, must be removed by the contractor, and all plank, square timber, or other valuable material found within said limits, shall be deposited by him in such place as shall be designated by the Engineer, which place shall be as convenient to the work as practicable.

DREDGING.

The dredging must extend to a depth of twenty feet below mean low tide, or thirty-two feet below the official grade of the street. The bottom of the excavation is sixty feet in width, the outer extremity of the base corresponding with the city front; and the slopes must be such as shall be necessary for the adjacent earth to

retain its position until the rock embankment is deposited, and any filling up prior thereto must be dredged out, and the channel kept clear to the depth required.

The dredging must not be carried more than one hundred feet in advance of the rock embankment, and any broken piles or other deposits found within the limits of the space to be dredged must be removed by the contractor, so that at the bottom of the excavation there shall be a homogeneous material. The earth taken from the excavation must not be deposited nearer to the water front than one thousand yards.

ROCK EMBANKMENT.

The top of the rock embankment will, at first, be at an elevation of seven feet above mean low tide, or five feet below the official grade, and will be seventeen feet in width. At a depth of twenty feet below mean low tide, the rock will occupy the full width of sixty feet excavated by dredging. The rock first deposited will sink below the bottom of the pit excavated by dredging, and after it has been filled in to that level, the embankment will be carried up to the top on a slope of one to one on the harbor side, and on a slope of six-tenths to one on the city side. Should the rock be deposited by boats or scows, the central part must first be filled in.

In the formation of the rock embankment no earth shall be used, nor any stone subject to decomposition by exposure to air or water. Uniformity of size is not demanded; stone as generally quarried and readily handled answering all requirements.

The larger stone shall be deposited on the outer or sea slope of the embankment. The sea slope, from the bottom up to nine feet below low water mark, for a width of four feet, shall contain no stone of less weight than twenty pounds; and from said nine feet to the upper surface, no stone less than one hundred pounds in weight.

The rock embankment shall be allowed to settle until, in the opinion of the Engineer, it shall have reached a permanent foundation. The time required for settling depends upon the character of the earth below the rock, but under any circumstances must be several months.

EARTH EMBANKMENT.

After the rock embankment has been made, the earth embankment in the rear may be filled in to the same level. The top of the earth embankment, when completed, will be on a level with the official grade of the street, and extends thirty-one feet from the back of the sea wall, or to a line seventy-five feet distant from the city front. The embankment on the inner side has a slope of one and a half horizontal to one vertical.

THE CONCRETE FOUNDATION.

The concrete foundation, ten feet in width and two feet in depth, as shown in the drawings, must next be built.

The concrete shall be made from clean broken stone, sharp clean sand, and either Benicia or Rosendale cement. Benicia cement is preferred on account of setting more speedily. The cement must be fresh ground, and every lot must be approved by the Engineer before using.

The stone shall be broken so as to pass through a ring three inches in diameter. The cement mortar, composed of two parts of cement to three parts of sand, shall first be thoroughly mixed, and then carefully mixed with the broken stone in the proportion of one of mortar to two of stone, or in such other proportions as the Engineer, upon experiment, shall determine. It shall be carefully laid and well rammed, and shall be protected on the sides by planking, which shall not be removed until the concrete has thoroughly set.

THE WALL.

The wall shall be of the form and dimensions shown in the accompanying drawings, and shall be of the best quality of first class masonry. It shall be built in regular courses of the following thickness, beginning at the bottom, namely: twenty, nineteen, nineteen, eighteen and sixteen inches, to the offset of two feet, above which there are two courses of twelve inches each, making in all, nine feet and eight inches in height.

The front shall consist of Folsom or State Capitol granite, shall be laid with alternate stretchers and headers, and each course shall

break joint with the course below it. No header shall be less than five feet in length. The stretchers in the three lower courses shall be not less than two feet, and in the remaining courses, not less than eighteen inches in width.

The masonry must have hammer-dressed beds and joints, and the vertical joints must be dressed back twelve inches from the face, with a bevel of one inch to secure the stone from displacement by the action of the waves. The mortar joints on the face not to exceed one-fourth of an inch in thickness; the face of the wall not to be hammer-dressed, but to present a rock face, except along the joints, which shall be dressed with a draft on each stone of three-fourths of an inch in width.

The stone must be dressed before laying, and must not be moved after being placed in the wall.

The bench of two feet in width, and the top of the wall, must be hammer-dressed to a uniform surface; the upper course or coping shall be of Granite for the whole width of four feet, and the stone must be so placed as to show on the top of the wall no joint more than one-fourth of an inch in width.

The rear of the wall may be constructed of other first class stone, to be approved by the Engineer and Board of Harbor Commissioners. The stone must be laid on horizontal beds, and the front and back of the wall carried up simultaneously; be well bonded together, and every course must be thoroughly grouted. The whole masonry must be laid in the best quality of hydraulic mortar, composed of three parts of sand to two parts of Benicia cement, or cement of first quality, to be approved by the Engineer, and all the joints on the face must be pointed with a cement of proper consistency.

THE PROTECTION WALL.

The action of the waves will form the face of the rock embankment approximately, as represented in the drawings. If the embankment should be washed away to a steeper inclination, it must be replaced before building the protection wall. If it shall not have settled or washed away down to the line represented, the surplus material must be removed.

As soon as any portion of the granite wall is built, the corresponding portion of the protection or *rip-rap* wall in front of it must

be constructed in the form represented in the accompanying drawings. The wall will be three feet in average thickness; the upper surface will have an inclination of one vertical to three horizontal, and must, at its lower end, be at least seven feet below mean low tide. At its junction with the granite wall, the upper surface must be at least four feet above mean low tide.

It shall be constructed of hard rock, not liable to be broken or decomposed by the action of the waves, to be approved by the Engineer and Harbor Commissioners, and no stone shall weigh less than five hundred pounds.

The stones shall be lowered to their proper position by means of derricks, their ends facing the prevalent waves, and shall be well wedged together.

SEWERS.

Sewers three feet wide and five feet high in the clear, of the egg-shape form used by the city, will be constructed through the wall at the intersection of the middle of each street. Where the contour of the sewer intersects the face of the wall, there shall be built a suitable arch of granite stones, to conform to the shape of the sewer, and the joints of the arch shall be radial to the curvature of the sewer. The ring-stones (or arch-stones) to extend back from the wall eighteen inches and thirty-six inches alternately. The outside of the ring to be cut to horizontal and vertical joints, and the adjoining masonry must be well bonded to the arch-stones, and present, when finished, a regular and artistic appearance. The masonry of the interior of the sewer will be laid with well burned brick and hydraulic mortar, and shall conform in all respects to the manner of building sewers adopted by the city authorities. When the brick work of the sewer is completed, it must be covered on top with a coating of cement mortar at least two inches in thickness.

From the inside of the wall or termination of the brick sewer, a timber sewer of a rectangular form, three feet wide and five feet high in the clear, shall be constructed, extending to the outer slope of the earth embankment, or forty-six feet from the back of the wall. The timber used in the construction shall be of the best red-wood, and of the dimensions required by the city authorities in the construction of similar sewers.

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BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS

FOR

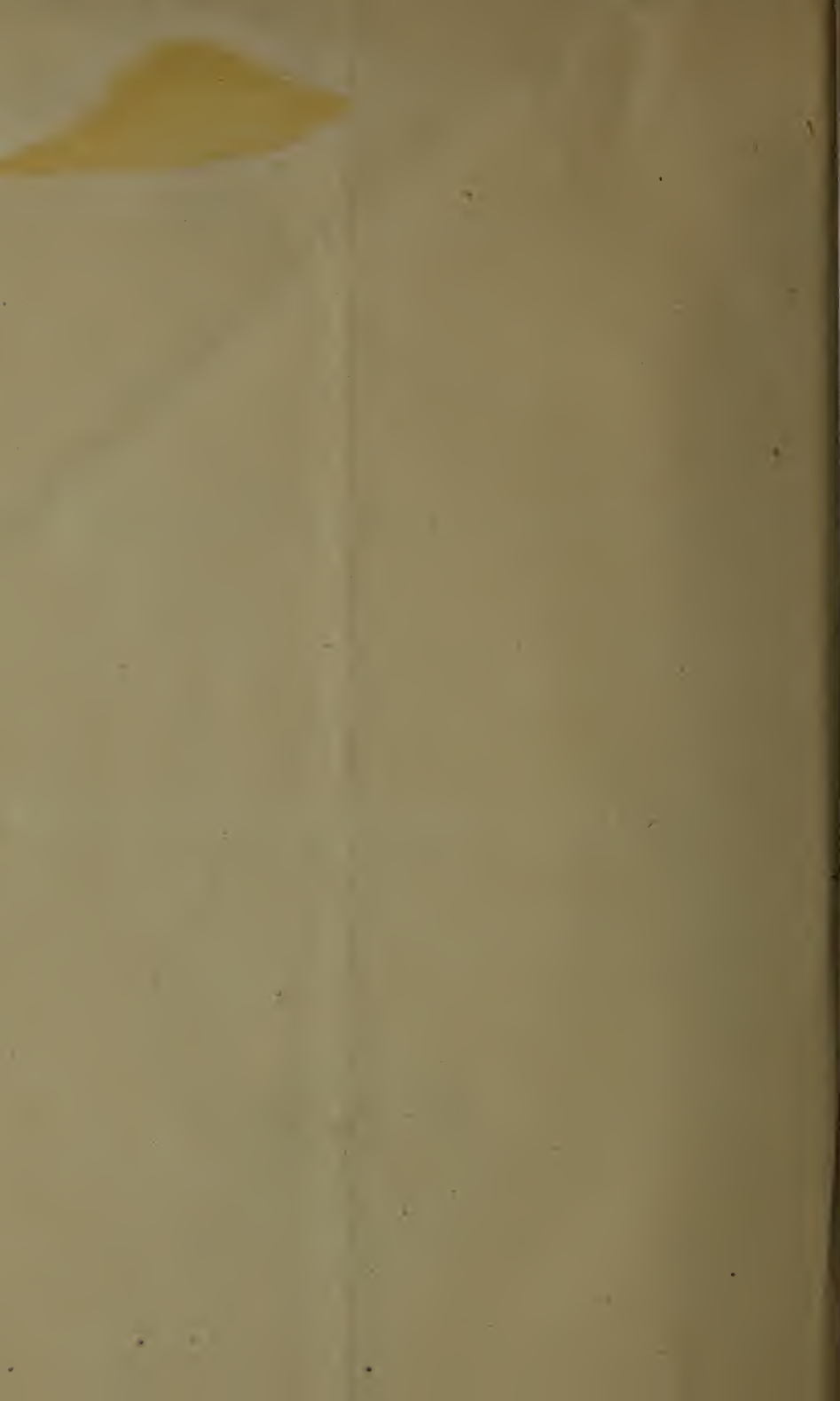
1873 and
THE TWO FISCAL YEARS ENDING JUNE 30, 1875.



SAN FRANCISCO :

WINTERBURN & Co., PRINTERS, 417 CLAY STREET.

1875.



BIENNIAL REPORT

OF THE

BOARD OF STATE HARBOR COMMISSIONERS

FOR

THE TWO FISCAL YEARS ENDING JUNE 30, 1875.



SAN FRANCISCO :

WINTERBURN & Co., PRINTERS, 417 CLAY STREET.

1875.

REPORT.

TO HON. ROMUALDO PACHECO,

Governor of the State of California :

In conformity to the law, the Board of State Harbor Commissioners herewith submit their Biennial Report for the fiscal period ending June 30th, 1875.

For details of the financial transactions during the period they beg leave to call your attention to the annexed tabular statements:

“A.” Showing detailed account of the Receipts and Disbursements for the fiscal year ending June 30th, 1874.

“B.” Showing same as above, for the fiscal year ending June 30th, 1875.

“C.” Showing summary of the above, for two years.

“D.” Showing in detail amount expended for construction and repairs.

“E.” Showing account with “State Wharf and Dock Fund.”

“F.” Showing account with “Harbor Protection Fund.”

“G.” Showing Dredging account for the fiscal year ending June 30th, 1875.

“H.” Showing comparative statement of Receipts and Disbursements during the existence of the Board.

A—RECEIPTS.

1873—1874.

	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	TOTAL.
Montgomery and Francisco Wharf	\$ 308 65	\$ 506 00	\$ 437 55	\$ 220 90	\$ 501 45	\$ 388 45	\$ 404 15	\$ 296 10	\$ 211 70	\$ 54 75	\$ 231 35	\$ 90 30	\$ 3,736 35
North Point Wharf	860 65	1,142 60	1,177 00	585 30	1,093 20	924 10	822 90	777 35	979 65	668 55	609 50	379 30	10,020 10
Battery Street Wharf	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	434 47	562 35	545 30	2,442 12
Front Street Wharf	1,497 35	3,372 18	2,349 35	2,524 05	2,907 70	1,961 35	923 30	1,944 05	1,060 60	631 20	1,995 15	1,676 55	22,842 83
Vallejo Street Wharf	1,153 50	1,053 63	1,929 80	1,444 65	1,777 75	1,006 95	1,872 25	1,693 94	721 90	855 74	368 32	993 02	14,571 45
Vallejo Street (F to D)	200 00	200 00	580 40	608 60	583 20	510 00	513 25	136 50	645 75	195 50	702 75	245 50	15,116 45
Broadway Wharf	1,840 62	1,819 47	1,084 19	603 58	551 20	1,464 00	1,751 75	1,714 40	1,680 75	1,936 60	1,927 95	1,929 65	5,139 16
Pacific Street Wharf	1,462 85	1,283 80	1,479 90	2,295 55	2,136 60	1,579 15	1,679 20	1,292 70	1,910 35	1,595 45	1,090 80	1,931 70	19,738 05
Jackson Street Wharf	862 20	918 75	1,104 45	1,443 65	1,465 95	854 65	1,250 95	884 00	719 10	750 45	922 60	1,099 75	12,276 50
Washington Street Wharf	700 12	602 74	560 49	600 24	628 41	560 48	561 00	485 06	566 21	544 14	544 75	583 65	6,937 29
Clay Street Wharf	583 04	489 90	573 81	647 80	599 59	495 95	422 75	474 84	555 00	556 45	684 65	649 05	7,385 92
Commercial Street Wharf	374 00	552 89	560 46	613 70	602 30	533 00	473 54	455 12	654 36	594 65	684 65	649 05	6,747 72
Market Street Wharf	839 00	1,257 50	1,102 75	2,389 30	1,264 50	2,150 00	1,343 50	2,560 60	875 25	1,977 50	2,197 76	1,574 25	19,531 91
La Rue's Wharf	712 75	700 00	700 00	700 00	700 00	700 00	700 00	700 00	700 00	700 00	700 00	700 00	8,412 75
Mission Street Wharf	604 70	693 60	674 30	1,560 25	1,009 45	588 35	1,409 39	672 70	1,057 50	1,628 20	1,035 30	1,322 75	12,256 49
Howard Street Wharf	934 25	816 25	1,258 10	809 15	1,075 60	956 25	1,025 75	533 65	869 70	1,810 71	949 97	990 98	12,030 36
Folsom Street Wharf	650 00	650 00	650 00	650 00	650 00	650 00	650 00	650 00	650 00	650 00	650 00	650 00	7,800 00
East Street (M to M)	441 45	265 00	395 29	480 00	433 15	400 00	289 15	320 00	666 01	764 30	361 13	592 89	5,408 37
" " (M to H)	420 00	470 00	401 51	375 00	348 89	400 00	310 10	500 00	333 99	657 05	395 34	563 85	5,175 73
Spear and Bryant Street Wharf	1,015 00	622 63	1,888 85	1,133 40	1,312 20	1,022 04	1,012 45	945 84	1,219 65	1,432 90	3,481 48	1,278 70	16,365 14
Pacific Mail S. S. Co.	625 00	625 00	625 00	625 00	625 00	625 00	625 00	625 00	625 00	625 00	625 00	625 00	7,500 00
Union Lumber Association	150 00	150 00	150 00	150 00	150 00	150 00	150 00	150 00	150 00	150 00	150 00	150 00	1,800 00
Main Street Wharf	111 13	114 95	265 45	149 59	118 40	61 02	106 49	39 12	85 20	341 42	201 31	98 56	1,692 74
Stuart Street (Colton)	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	1,200 00
Alameda Ferry	330 00	341 00	341 00	330 00	Closed.	75 00	75 00	75 00	75 00	75 00	75 00	75 00	900 00
Merchants' Dry Dock	75 00	75 00	75 00	75 00	75 00	75 00	75 00	75 00	75 00	75 00	75 00	75 00	12,866 33
Western Pacific R. R. Co.	500 00	500 00	500 00	500 00	500 00	1,263 87	806 60	93 20	341 30	299 10	1,769 19	2,218 18	2,894 40
Second and Berry Streets	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	2,683 25
Fishermen's Wharf	192 25	239 50	204 25	188 25	271 00	206 00	294 50	217 75	222 00	212 75	238 00	197 00	120 00
Bay and Francisco Streets	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00
Oakland Ferry	555 00	687 50	468 12	1,040 55	731 55	63 00	756 00	736 50	694 25	776 25	778 20	824 70	8,111 62
Berry Street (Pope & Talbot)	82 90	133 35	159 10	211 00	211 00	113 82	135 75	183 72	195 47	212 17	159 85	165 05	1,752 18
" " (Third to Fourth)	35 00	35 00	52 75	88 00	74 25	5 20	Closed.	183 72	195 47	212 17	159 85	165 05	255 20
Davis Street (portion of)	240 00	240 00	120 00	120 00	120 00	120 00	120 00	120 00	120 00	120 00	120 00	120 00	240 00
Front Street (Vallejo to Green)	4,381 65	4,381 65	4,381 65	4,381 65	4,381 65	4,381 65	4,381 65	4,381 65	4,381 65	4,381 65	4,381 65	4,381 65	4,381 65
Legal Expense	265 00	265 00	265 00	265 00	265 00	265 00	265 00	265 00	265 00	265 00	265 00	265 00	265 00
Ticket Redemption	600 00	600 00	600 00	600 00	600 00	600 00	600 00	600 00	600 00	600 00	600 00	600 00	600 00
Amt drawn f'm Harb'r Pro. F'nd	18,303 51	20,577 79	22,653 62	24,611 61	23,713 69	20,545 38	20,921 57	21,417 95	20,518 71	23,530 81	24,708 79	24,205 63	\$265,709 06
" " "State Whf & D'k	25,564 70	8,345 16	5,818 68	13,834 89	29,086 55	10,614 15	2,321 85	1,030 80	3,669 01	12,432 38	39,099 64	35,000 00	49,754 23
	43,868 21	28,922 95	28,472 30	38,446 50	52,800 24	31,159 53	33,922 72	22,448 75	24,187 72	39,099 64	24,708 79	66,441 33	\$434,478 68

A—DISBURSEMENTS.

1873—1874.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	TOTAL.
Salaries to Wharfingers and Col.	\$3,012 50	\$3,196 66	\$3,300 00	\$3,220 00	\$3,345 00	\$3,300 00	\$3,262 50	\$3,345 00	\$3,283 34	\$3,370 00	\$3,276 50	\$3,434 66	\$3,346 16
" " Commis'srs and Secs.	1,075 00	1,075 00	1,075 00	1,075 00	1,075 00	575 00	575 00	575 00	575 00	3,075 00	1,075 00	1,075 00	12,900 00
" " Special Counsel.	250 00	250 00	250 00	250 00	250 00	250 00	250 00	250 00	250 00	250 00	250 00	250 00	3,000 00
" " Engineer Sea Wall.	333 33	333 33	333 34	333 33	333 33	333 34	333 33	333 33	333 34	333 33	333 33	333 34	4,000 00
Expenses, Rent, Fuel, Stat'ry, etc	464 35	395 43	615 50	276 50	363 25	388 75	303 05	446 03	264 85	395 23	450 85	540 35	4,904 14
Urgent Repairs.	2,906 30	2,720 89	2,697 83	2,811 25	1,770 29	727 90	1,200 53	1,316 34	2,351 39	784 88	322 91	1,626 26	21,236 77
Construction Account.	15,790 34	.....	.....	11,265 93	19,825 91	6,455 79	8,126 90	1,030 80	3,669 01	9,538 83	.....	7,235 70	82,939 21
Dredging Account.	9,774 36	8,345 16	5,818 68	2,568 96	9,200 64	4,158 36	2,552 40	.....	.....	.....	.....	.....	42,478 56
Cleaning Wharves.	993 50	1,004 50	1,002 00	997 00	1,004 50	1,012 00	1,020 00	1,018 50	1,012 00	1,134 00	900 00	476 50	11,574 50
State Wf & D'k F'nd (amt rem'd)	9,268 53	11,601 98	13,364 45	15,148 53	14,552 32	13,958 39	13,891 91	14,111 00	11,956 29	14,175 37	17,847 44	16,274 02	166,150 23
Legal Expense.	.....	15 50	.....	500 00	1,020 00	.....	85 25	22 75	492 50	13 00	57 75	6 50	2,213 25
Sea Wall Account.	.....	.....	.....	.....	.....	.....	2,321 85	.....	.....	.....	.....	.....	2,321 85
Profit and Loss (Loss on wheat)	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,030 00	.....	1,000 00	7,030 00
Office Appropriation.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	195 01	119 00	7,314 01
Steam Dredger.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34,070 00	34,070 00
	43,868 21	28,922 95	28,472 30	38,446 50	52,800 24	31,159 53	33,922 72	22,448 75	24,187 72	39,099 64	24,708 79	66,441 33	\$43,478 68

B—RECEIPTS.

1874-1875.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	TOTAL.
Montgomery and Francisco Whf.	\$ 418 70	\$ 363 90	\$ 578 40	\$ 675 60	\$ 597 20	\$ 428 05	\$ 331 05	\$ 367 80	\$ 301 30	\$ 104 35	\$ 166 25	\$ 270 30	\$ 4,602 90
North Point Wharf.	811 58	1,055 85	859 05	1,246 80	1,001 80	779 85	703 15	548 85	307 90	1,641 20	1,249 60	782 00	10,987 63
Battery Street Wharf.	1,062 34	1,319 22	869 15	1,060 95	1,759 80	1,196 80	736 30	1,524 03	1,126 42	1,078 25	1,138 60	1,193 50	13,875 36
Front Street Wharf.	2,204 60	2,621 90	2,396 25	3,284 75	3,381 05	5,206 90	2,825 50	3,534 55	3,346 90	4,198 50	4,630 45	5,403 10	43,034 45
Vallejo Street Wharf.	1,776 15	1,185 75	2,279 60	2,159 70	1,605 17	2,200 17	759 50	1,751 60	2,258 17	1,659 84	1,305 75	1,761 37	20,703 37
Vallejo Street, (Front to Davis)	1,234 25	570 50	535 00	430 50	463 87	494 75	456 50	385 75	555 50	877 75	721 75	10,22 00	7,748 12
Broadway Wharf.	1,969 95	1,959 90	1,996 00	2,264 20	1,996 00	1,828 35	1,697 65	1,669 40	1,850 35	2,084 20	2,111 20	2,067 90	23,495 10
Pacific Street Wharf.	1,662 15	2,270 45	2,284 90	2,217 50	2,017 25	2,238 60	1,699 15	2,009 30	2,442 15	1,875 30	1,343 45	2,627 20	24,867 40
Jackson Street Wharf.	1,332 70	1,351 05	1,927 65	1,454 11	1,055 40	1,663 22	899 75	1,539 40	1,218 75	1,237 04	1,419 62	1,310 40	15,809 09
Washington Street Wharf.	2,532 70	964 14	864 50	922 58	895 49	843 11	791 89	690 70	816 24	975 45	1,132 14	1,158 90	12,887 84
Clay Street Wharf.	704 21	695 22	651 80	646 46	650 41	687 10	489 80	512 90	609 97	566 24	305 31	whf. rvd	6,519 42
Commercial Street Wharf.	705 86	782 05	808 51	737 99	651 18	533 58	399 55	531 37	530 99	whf. rvd	.....	.....	5,681 08
Market Street Wharf.	1,920 50	1,804 67	2,503 00	2,371 00	2,141 50	2,586 25	1,671 75	1,369 00	2,002 94	1,320 75	1,448 25	1,361 50	22,501 11
La Rue's Wharf.	800 00	800 00	800 00	800 00	800 00	800 00	800 00	800 00	800 00	800 00	800 00	800 00	9,600 00
Mission Street Wharf.	1,162 30	2,056 05	1,422 80	1,939 75	2,041 30	2,014 85	1,654 70	1,250 20	2,270 35	1,350 40	1,413 05	1,096 35	19,672 10
Howard Street Wharf.	971 12	1,219 35	1,216 80	1,318 35	1,174 00	798 32	884 35	1,706 60	806 45	937 20	1,496 35	1,437 69	13,966 58
Folsom Street Wharf.	650 00	720 00	650 00	650 00	650 00	650 00	650 00	650 00	625 00	625 00	625 00	625 00	7,770 00
Spears and Bryant Street Wharf.	1,445 60	1,564 35	2,301 55	2,409 10	2,347 65	2,059 30	2,410 50	2,586 85	2,270 60	2,563 15	2,266 05	2,275 30	26,500 00
Pacific Mail S. S. Co.	625 00	625 00	625 00	625 00	625 00	625 00	625 00	625 00	625 00	625 00	625 00	625 00	7,500 00
Union Lumber Association.	150 00	150 00	150 00	150 00	150 00	150 00	150 00	150 00	150 00	150 00	150 00	150 00	1,800 00
Main Street Wharf.	109 35	155 25	240 50	261 78	214 01	227 49	193 65	102 75	192 31	193 42	150 72	366 07	2,407 30
Stuart Street, (Colton)	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	100 00	1,200 00
Merchants' Dry Dock.	75 00	275 00	275 00	275 00	275 00	275 00	275 00	275 00	275 00	275 00	275 00	275 00	3,100 00
Western Pacific R. R. Co.	1,993 75	2,077 87	2,167 56	2,463 24	2,753 76	2,528 75	2,378 67	1,610 68	1,774 92	2,117 14	2,121 25	2,511 35	26,498 94
Second and Berry Street.	138 85	20 30	671 35	415 90	306 30	364 90	436 30	549 55	372 70	205 25	256 60	85 85	3,821 85
Fisherman's Wharf.	198 00	224 75	196 00	237 25	207 25	216 25	262 50	193 25	191 25	151 00	178 25	135 50	2,391 25
Bay and Francisco	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	10 00	120 00
Oakland Ferry.	820 25	836 00	830 25	817 25	789 25	751 50	783 25	792 12	746 50	933 00	940 25	961 60	10,001 22
Berry Street, (Pope and Talbot)	238 85	98 00	349 45	66 80	234 05	82 55	.....	.....	120 00	.....	.....	.....	1,069 70
Davis Street, (Vallejo to Green)	.....	.....	120 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	240 00
Legal Expense.	514 25	531 50	.....	26 75	.....	.....	.....	.....	.....	8 50	.....	.....	1,045 75
Ticket Redemption.	22 00	17 50	.....	.....	200 00	.....	.....	.....	.....	.....	.....	.....	74 75
East St. (La Rues' to Howard)	1,835 00	1,649 03	1,696 04	1,467 25	2,780 04	1,726 90	1,360 75	1,465 25	1,704 04	1,507 20	1,559 30	1,663 50	20,414 30
Urgent Repairs.	50 00	.....	.....	.....	.....	.....	22 50	4 00	115 50	.....	22 50	21 05	235 55
Steam Dredger.	.....	20 50	.....	.....	.....	.....	10 00	250 00	.....	.....	.....	1,000 00	1,280 50
Office Appropriation.	.....	.....	.....	.....	.....	.....	199 06	.....	.....	.....	.....	.....	199 06
Am't drawn f'm Hrb'r Pro. Fnd.	30,443 01	30,095 05	31,596 11	33,505 56	33,873 73	34,067 54	26,667 77	29,555 90	30,517 20	30,170 13	29,951 69	33,098 03	\$373,541 72
" " " State W & D'k "	859 32	4,525 00	5,383 81	5,383 81	3,039 64	4,612 00	10,296 70	5,298 93	38,414 38	18,000 00	9,051 46	45,647 00	15,292 62
	31,302 33	34,620 05	44,487 80	70,418 61	36,913 37	38,679 54	36,964 47	34,854 83	68,931 58	48,170 13	39,003 15	78,745 03	\$563,090 89

B—DISBURSEMENTS.

1874-1875.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	TOTAL.
Salaries of Wharfingers and Col.	\$3,250 00	\$3,250 00	3,225 00	\$3,260 00	\$3,190 00	\$3,335 00	\$2,724 94	\$3,265 00	\$3,355 00	\$3,175 00	\$3,180 00	\$3,085 00	\$38,294 94
" " "Commiss'rs, and Secs.	1,075 00	1,075 00	1,075 00	1,075 00	1,075 00	1,075 00	1,075 00	1,075 00	1,075 00	1,075 00	1,075 00	1,075 00	12,900 00
Expenses p'd rem'ng Ves'ls, etc.	672 00	.....	13 20	.....	.....	385 00	75 00	30 00	.....	15 00	.....	90 00	1,280 20
Salary Special Counsel.....	250 00	250 00	250 00	250 00	250 00	250 00	250 00	250 00	250 00	250 00	250 00	250 00	3,000 00
" Engineer Sea Wall.....	333 33	333 33	333 34	333 33	333 33	333 34	333 33	333 33	333 34	333 33	333 33	333 34	4,000 00
Expenses, Rn't, F'l, Stat'ry, etc.	637 35	580 65	264 80	467 45	347 50	366 45	363 50	322 80	234 23	356 20	365 73	338 47	4,705 13
Urgent Repairs.....	314 74	1,550 63	1,589 42	1,393 51	2,748 16	2,750 64	1,646 09	1,746 29	2,122 21	2,501 33	717 01	1,638 40	20,718 43
Construction Account.....	1,359 32	800 00	12,891 69	36,913 05	3,039 64	4,612 00	10,296 70	5,298 93	38,710 38	18,242 40	9,317 46	46,225 80	187,707 37
Steam Dredger ".....	2,662 38	3,686 93	3,885 33	2,879 32	3,071 98	2,248 35	2,078 69	2,362 99	2,172 68	2,473 98	2,189 21	3,223 87	33,835 71
Cleaning Wharves.....	298 25	369 50	339 25	349 75	388 50	456 25	319 12	404 75	343 75	405 75	337 40	320 85	4,333 12
State Wharf and Dock Fund.													
Amt remitted State Treas.	20,098 46	18,961 41	20,545 77	22,884 45	21,098 01	22,658 69	17,541 60	19,615 62	19,532 04	19,306 14	21,178 26	21,948 55	245,369 00
Legal Expenses, Amount paid.	15 50	9 50	.....	12 75	15 25	23 00	14 50	.....	11 00	2 25	.....	.....	103 75
Sea Wall Account.....	.....	27 50	75 00	.....	.....	.....	.....	.....	740 00	30 00	50 00	155 75	1,078 25
Profit and Loss (Dag's to Horse)	75 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	75 00
Office Appropriation.....	.....	.....	.....	.....	.....	.....	246 00	150 12	42 75	.....	.....	.....	438 87
Overpaid Dockage Returned...	14 00	60	.....	.....	.....	.....	.....	.....	9 20	3 75	.....	.....	27 55
Wharf Offices (New and Repr'd)	215 00	.....	600 00	.....	300 00	.....	.....	.....	.....	.....	.....	.....	1,115 00
Furniture (for Wharf Offices...	32 00	.....	.....	.....	156 00	185 82	.....	.....	.....	.....	9 75	.....	383 57
Steam Dredger (purchase acct.)	.....	3,725 06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,725 00
	31,302 33	34,620 05	44,487 80	70,418 61	36,913 37	38,679 54	36,964 47	34,854 83	68,931 58	48,170 13	39,003 15	78,745 03	\$563,090 89

C—BOARD OF STATE HARBOR COMMISSIONERS BIENNIAL REPORT, SHOWING RECEIPTS AND DISBURSEMENTS FOR THE TWO FISCAL YEARS ENDING JUNE 30, 1875.

RECEIPTS.

	1873-4.	1874-5.	TOTAL.
Montgomery and Francisco Wharf,.....	3,736 35	4,602 90	8,339 25
North Point Wharf,	10,020 10	10,987 63	21,007 73
Battery Street Wharf,.....	2,442 12	13,875 36	16,317 48
Front Street Wharf,.....	22,842 83		22,842 83
Front, Green, and Union Street Wharves,.....		43,034 45	43,034 45
Front Street, Vallejo to Green.....	4,381 65	1,045 75	5,427 40
Vallejo Street Wharf,.....	14,571 45	20,703 37	35,274 82
Vallejo Street, Front to Davis,.....	5,116 45	7,748 12	12,864 57
Broadway Wharf,.....	18,309 16	23,495 10	41,804 26
Pacific Street Wharf, and bulkhead to Jackson,.....	19,738 05	24,687 40	44,425 45
Jackson Street Wharf, and bulkhead to Washington,.....	12,276 50	15,809 09	28,085 59
Washington Street Wharf, and bulkhead to Clay,	6,937 29	12,587 84	19,525 13
Clay Street Wharf,.....	7,385 92	6,519 42	13,905 34
Commercial Street Wharf, and bulkhead to Market,.....	6,747 72	5,681 08	12,428 80
Market Street Wharf, and bulkhead to La Rue's,.....	19,531 91	22,501 11	42,033 02
La Rue's Wharf,.....	8,412 75	9,600 00	18,012 75
Mission Street Wharf,.....	12,256 49	19,672 10	31,928 59
Howard Street Wharf,.....	12,030 36	13,966 58	25,996 94
East Street, La Rue's to Howard,.....	10,584 10	20,414 30	30,998 40
Folsom Street Wharf..... Lease	7,800 00	7,770 00	15,570 00
Spear and Bryant Street Wharf,.....	16,365 14		16,365 14
Spear, Bryant, and Harrison Street Wharves,		26,500 00	26,500 00
Pacific Mail S. S. Co. Lease	7,500 00	7,500 00	15,000 00
Union Lumber Association,..... Lease	1,800 00	1,800 00	3,600 00
Main Street Wharf,.....	1,692 74	2,407 30	4,100 04
Steuart Street,..... (Colton) Lease	1,200 00	1,200 00	2,400 00
Alameda Ferry.....	1,342 00		1,342 00
Merchant's Dry Dock,..... Lease	900 00	3,100 00	4,000 00
Western Pacific R. R. Co. Lease	12,866 33	26,498 94	39,365 27
Second and Berry Streets,.....	2,894 40	3,821 85	6,716 25
Fisherman's Wharf,.....	2,683 25	2,391 25	5,074 50
Bay and Francisco Streets,.....	120 00	120 00	240 00
Oakland Ferry,.....	8,111 62	10,001 22	18,112 84
Berry Street... (Pope & Talbot)	1,752 18	1,069 70	2,821 88
“ “ 3rd to 4th	255 20		255 20
United States Barge Office, Front Street,	240 00	240 00	480 00
Legal Expense,.....	265 00	74 75	339 75
Ticket Redemption,.....	600 00	400 00	1,000 00
Urgent Repairs,.....		235 55	235 55
Steam Dredger,.....		1,280 50	1,280 50
Office Appropriation,.....		199 06	199 06
	265,709 06	373,541 72	\$639,250 78
Amt. drawn from Harbor Protection Fund,.....	49,754 23	15,292 62	65,046 85
“ “ “ State Wharf and Dock Fund	119,015 39	174,256 55	293,271 94
			\$997,569 57

DISBURSEMENTS.

	1873-4.	1874-5.	TOTAL.
Salaries of Wharfingers and Collectors,.....	39,346 16	38,294 94	77,641 10
“ Commissioners and Secretaries,.....	12,900 00	12,900 00	25,800 00
“ Special Counsel.....	3,000 00	3,000 00	6,000 00
“ Engineer of Sea Wall,	4,000 00	4,000 00	8,000 00
Expenses.—Rent, Fuel, Stationery, &c.....	4,904 14	4,705 13	9,609 27
Urgent repairs,.....	21,236 77	20,718 43	41,955 20
Construction Account.....	82,939 21	187,707 37	270,646 58
Dredging Account. (Work done by contract.).....	42,478 56		42,478 56
Steam Dredger. (Purchase Account.)	34,070 00	3,725 00	37,795 00
“ “ (Repairs and current expenses,)		33,835 71	33,835 71
Cleaning Wharves.....	11,574 50	4,333 12	15,907 62
State Wharf and Dock Fund. (Amt. remitted.).....	166,150 23	245,369 00	411,519 23
Legal Expense,.....	2,213 25	103 75	2,317 00
Sea Wall Account,.....	2,321 85	1,078 25	3,400 10
Profit and Loss. (Loss on Wheat, etc.).....	7,030 00	75 00	7,105 00
Office Appropriation,.....	314 01	438 87	752 88
Expenses paid. (Removing Vessels, etc.).....		1,280 20	1,280 20
Overpaid Dockage returned,.....		27 55	27 55
Wharf Offices. (New and repaired.).....		1,115 00	1,115 00
Furniture for Wharf Offices,.....		383 57	383 57
	\$434,478 68	\$563,090 89	\$997,569 57

STATEMENT OF THE STATE WHARF AND DOCK FUND FOR THE TWO FISCAL YEARS
ENDING JULY 1st, 1875.

Dr.

1873.	1	To BALANCE ON HAND IN STATE WHARF AND DOCK FUND.....		\$63,770 95
August	4	" Amount remitted by Commissioners,.....	9,268 53	
Sept.	3	" " " "	11,601 98	
Oct.	3	" " " "	13,364 45	
Nov.	3	" " " "	15,148 53	
Dec.	3	" " " "	14,552 32	
1874.				
Jan.	5	" " " "	13,958 39	
Feb.	4	" " " "	13,891 91	
March	4	" " " "	14,111 00	
April	3	" " " "	11,956 29	
May	4	" " " "	14,175 37	
June	2	" " " "	17,847 44	
July	3	" " " "	16,274 02	
August	3	" " " "	20,098 46	
Sept.	3	" " " "	18,961 41	
Oct.	3	" " " "	20,545 77	
Nov.	4	" " " "	22,884 45	
Dec.	3	" " " "	21,098 01	
1875.				
Jan.	5	" " " "	22,658 69	
Feb.	2	" " " "	17,541 60	
March	2	" " " "	19,615 62	
"	13	" " " "	4,000 00	
"	16	" " " "	6,000 00	
April	2	" " " "	9,532 04	
"	14	" " " "	7,000 00	
"	30	" " " "	5,500 00	
May	3	" " " "	6,806 14	
"	14	" " " "	5,500 00	
"	25	" " " "	7,000 00	
June	2	" " " "	8,678 26	
"	12	" " " "	4,000 00	
"	17	" " " "	5,000 00	
"	23	" " " "	2,000 00	
"	30	" " " "	5,000 00	
July	1	" " " "	4,000 00	
"	2	" " " "	1,948 55	
				411,519 23
				\$475,290 18

\$475,290 18

E.

STATEMENT OF THE STATE WHARF AND DOCK FUND FOR THE TWO FISCAL YEARS
ENDING JULY 1st, 8175.

Cr.

DATE.	No.	ORDER.	CONTRACT.	
1873.				
July 5.	106	E. C. Boobar & Co. . .	Widening Front Street Wharf.	\$5,979 00
" 19.	107	W. H. Taylor	Dredging	9,774 36
" 31.	108	W. H. Martin & Co. . .	Repairs at Mission St. Wharf.	7,750 00
" 31.	109	E. C. Boobar & Co. . .	" " Vallejo " "	2,061 34
Aug. 27.	110	W. H. Taylor	Dredging	8,345 16
Sep. 13.	111	W. H. Taylor	"	1,652 40
" 13.	112	W. H. Taylor	"	4,166 28
Oct. 4.	113	W. H. Taylor	"	2,568 96
" 4.	114	Wm. Bates & Co. . . .	Repairs at Mission St. Wharf.	5,650 54
" 16.	115	W. H. Martin & Co. . .	" " North Point "	2,858 54
" 18.	116	John P. Shelden	" " B'dway & Davis St.	2,756 85
Nov. 4.	117	John P. Shelden	" " " Wharf. . . .	841 64
" 4.	118	W. H. Taylor	Dredging	5,920 56
" 8.	119	C. L. Dingley	Repairs at Broadway Wharf. .	13,993 08
" 13.	120	Seth H. Wetherbee . . .	" to Shed on Bd'wy Whf.	889 00
" 13.	121	John P. Shelden	" at Broadway Wharf. .	1,689 78
" 21.	122	W. H. Martin & Co. . .	" on Dv's Bd'wy to Valj.	2,412 41
" 29.	123	W. H. Taylor	Dredging	3,340 08
Dec. 11.	124	E. C. Boobar & Co. . . .	Removing Submerged Piles. .	637 50
" 11.	126	W. H. Martin & Co. . .	Repairs East St. Miss. to Hrd.	1,475 85
" 20.	127	W. H. Martin & Co. . .	" at Spr. & By'nt St. Wf	1,673 00
" 20.	128	W. H. Taylor	Dredging	3,258 36
" 31.	129	W. H. Taylor	"	900 00
" 31.	130	W. H. Martin & Co. . .	Repairs at Vallejo, F'nt to D'vs.	1,371 94
" 31.	131	E. C. Boobar & Co. . .	Removing Submerged Piles. .	1,297 50
1874.				
Jan. 3.	132	E. C. Boobar & Co. . . .	Repairing Front St. Wharf. . .	4,948 58
" 15.	133	E. C. Boobar & Co. . . .	Removing Submerged Piles. .	1,005 00
" 23.	134	W. H. Taylor & Co. . . .	Dredging	2,552 40
" 27.	135	W. H. Martin & Co. . . .	Rep's at Mntg'y & F'n'sc Whf.	2,173 32
Feb. 24.	136	W. H. Martin & Co. . . .	Repairs to Sundry Wharves . .	1,030 80
Mar. 13.	137	Wm. Bates & Co.	B'lg East St. Jck's to Wshng.	3,669 01
April 10.	138	E. C. Boobar & Co. . . .	Removing Submerged Piles. .	795 00
" 10.	139	W. H. Martin & Co. . . .	Repairs to Sundry Wharves . .	2,341 45
June 11.	140	E. C. Boobar & Co. . . .	Repairing Vallejo St. Wharf. .	7,235 70
July 10.	141	Bode & Searles	" at Battery St. " . .	859 32
Sept. 10.	142	John P. Shelden	Stuart St. to con. Harr. St. . .	1,360 00
" 17.	143	Wm. Bates	Repr'g East St. Mrk. to Wshg.	4,242 36
" 18.	144	E. C. Boobar & Co. . . .	" " " LRs. to Hwrd.	1,905 52
Oct. 2.	145	E. C. Boobar & Co. . . .	Plnk'ng " " Wsh'g to Jks.	1,831 42
" 12.	146	John P. Shelden	Bld'ng Harr. St. Whf. on acc.	7,000 00
" 13.	147	John P. Shelden	" " " balance.	4,570 32
" 30.	148	W. H. Martin & Co. . . .	" Green Street Wharf . . .	18,127 50
Nov. 13.	149	Wm. Bates & Co.	Raising and Replnk'g F'n't St.	3,039 64
Dec. 5.	150	E. C. Boobar & Co. . . .	Removing Submerged Piles. .	1,785 00
" 17.	151	E. C. Boobar & Co. . . .	Reprs. at Hwd. & Val. St. Wf.	1,327 00
" 31.	152	Macondray & Co.	For Shed on Front St. Wharf	1,500 00
" 31.	153	John P. Sheldne	Bld'g Whf. Harr. to Spr. St.	10,296 70
1875.				
Feb. 20.	154	W. H. Martin & Co. . . .	" Val. St. Wf. F't to Dvs.	5,298 93
Mar. 5.	155	E. C. Boobar & Co. . . .	Repairing Wharves	1,252 28
" 10.	156	C. L. Criesman	Building Sheds	2,738 10
" 13.	157	E. C. Boobar & Co. . . .	" Union St Wharf. . . .	15,180 00
" 13.	158	F. P. Sweet & Co.	" Wh'f Lmbd. to Mnt.	19,244 00
April 30.	159	W. H. Martin & Co. . . .	" Ferry Slips (on ac.)	18,000 00
May 14.	160	E. C. Boobar & Co. . . .	" Wh'f Spear to Bryt.	9,051 46
June 3.	161	W. H. Martin & Co. . . .	" Ferry Slips (on ac.)	16,000 00
" 17.	162	Adams, Blinn Co.	" Main Street Wharf	29,647 00
July 2.		Balance in the State	Wharf and Dock Fund.	\$293,271 94 182,018 24 \$475,290 18

STATEMENT OF THE SAN FRANCISCO HARBOR PROTECTION FUND, FOR THE TWO
FISCAL YEARS ENDING JULY 1st, 1875.

Dr.

1873.
July 1. To BALANCE ON HAND IN THE HARBOR PROTECTION FUND, \$68,356 83

Cr.

DATE.	No.	ORDER.	ON ACCOUNT OF	
1874.				
Jan. 24	34	C. H. Hancock,	Raising Sea Wall--Jackson to Washington,	2,321 85
April 28	35	E. C. Boobar & Co.	Repairs at Clay Street. Paid by authority of an Act of the Legislature approved March 26, 1874,	6,402 38
" 29	36	Starr Brothers and Campbell,	Loss of Wheat, Main Street. Paid by authority of an Act approved March 26th, 1874,	6,030 00
June 12	37	Drake & Cavigan,	Wharf--Jackson to Washington. Paid by authority of an Act approved March 26th, 1874,	1,000 00
" 30	38	Pacific Dredg. Co.	Purchase of Dredger, etc.	34,000 00
Aug. 3	39	E. J. Crane,	Eureka Wharf. Paid by authority of an Act approved March 26th, 1874,	800 00
" 18	40	L. S. Allen,	Mud Scow for Dredger,	3,725 00
Sept. 14	41	C. W. Hathaway,	Spear Street Wharf. Paid by authority of an Act approved March 26th, 1874,	5,383 81
Oct. 6	42	E. V. Hathaway,	Spear Street Wharf. Paid by authority of an Act approved March 24th, 1874,	5,383 81
				\$65,046 85
1875.				
July 1		BALANCE IN THE HARBOR PROTECTION FUND,		3,309 98
				\$68,356 83

G.

STEAM DREDGER ACCOUNT FOR FISCAL YEAR, ENDING JUNE 30th, 1875.

PURCHASE ACCOUNT.		
Cost of Machinery Purchased June 30th, 1874.....	\$34,070 00	
New Scow Purchased August 18th, 1875.....	3,725 00	37,795 00
EXPENSE ACCOUNT.		
Current Expenses and Repairs during Fiscal Year Ending June 30th, 1875	33,835 71	
Less Amount Received for Service of Dredge.....	1,280 50	32,555 21

Worked 2,348¾ hours.

Removed 302,429 Cubic Yards Mud.

Average, 128¾ " " per hour.

Average Time per Day, (for the year say, 308 Working Days) 7 hours and 37 minutes per day.

Average Cost per Yard, (including current expenses and repairs,) 10 76-100 cents.

WHARVES.

During the past two years there has been expended for new work and repairs (other than urgent necessity repairs,) under contract \$270,646.58. This amount includes \$34,000.00 paid on account of ferry slips not yet completed. Of the work done, the most important items are new wharves at Harrison, Green, Union and Main streets, and a wharf connecting Harrison and Spear streets, the extension of North Point and Front street wharves, and extensive repairs at Mission, Broadway and Vallejo street wharves; for the cost of which reference is made to the Construction and Repair Account, submitted herewith.

The new wharves were built in obedience to the demand for increased facilities, and have been of great service.

The ferry business between this city and Oakland and other places, having increased to large proportions, and having very inadequate accommodations, the Board felt justified in appropriating to ferry purposes that portion of the water-front lying between the north side of Market street and the north side of Clay street, and have entered into contracts for the construction of four ferry slips and sheds, which will cost about \$93,000. This work is nearly completed, in a substantial manner, and will afford to the traveling public superior facilities, as the ferries will connect with several of the street railroad lines. The location of the ferry slips forced upon the Board the necessity of removing Commercial and Clay street wharves, which had become of very little value.

On April 1st, 1874, the Board, by virtue of an Act approved March 26th, 1874, and with the consent of the lessees, took possession of Battery street wharf, which is upon private property, the gross receipts of which have thus far amounted to \$16,317.48.

Since the last biennial report, the Board has found it difficult to keep pace with the demands of commerce for additional wharf accommodations. Every available locality desirable for commercial purposes between Third and Francisco streets, where the law permits the construction of a wharf, has been utilized for that purpose, except a portion of Third and Berry streets.

Additional wharves are now required in the central portion of the city front that existing laws will not permit the construction of, notwithstanding there is ample vacant space for a number of the largest class.

The law locates all wharves at the foot of streets, except such as may be necessary for ferry uses, limits their width to the width of the respective streets, and confines their direction with the lines of the streets extended. These restrictions the Board consider very detrimental. The public good requires that the wharves should be constructed at such points as the convenience of commerce demands; their width not limited to less than 80 feet, if limited at all; and their directions upon such lines as will least interfere with tidal currents.

The jurisdiction of the Board, limited to the city charter line of 1851, now extends no farther south than the intersection of Channel and Third streets. It is the opinion of the Board that the jurisdiction of the Commissioners should be made co-extensive with the water front line of the County of San Francisco, if not to include the entire Bay of San Francisco.

The general condition of the old structures, under the control of the Board, is much better than at the date of their last biennial report,—except La Rues, Washington, Jackson and Pacific street wharves, upon which but a small amount of repairs have been made for a number of years, by reason of their objectionable location, hence they are in a condition that renders them almost unsafe for use, and should be rebuilt soon, when their location should be changed to such lines as will interfere as little as possible with the tidal currents. La Rues wharf is nearly past safe use, and should be removed when unserviceable, its location being a very injudicious one.

DREDGING.

During the fiscal year ending June 30, 1874, there was removed, under contract, from the docks 117,996 cubic yards of mud at 36 cents per yard, costing \$42,478.56.

In June, 1874, the Board advertised for bids for dredging, and the lowest offer was 31 cents per yard. As this price was deemed exorbitant, and there was urgent necessity for some immediate service, the Board, under the authority of an act approved March 30th, 1874, purchased of the Pacific Dredging Company the necessary apparatus for dredging, paying therefor \$34,000, and have worked the same for twelve months, removing 302,429 cubic yards of mud, at a cost (including all repairs and running expenses), of 10 76-100 cents per yard.

This result is very satisfactory, yet the Board, from their present experience, are confident that, with new machinery of larger capacity, dredging can be done at a price not exceeding 8 cents per yard. For details of the dredging done during the past year reference is made to the dredging account herewith.

LEASES.

THE FOLLOWING IS A STATEMENT OF PRESENT LEASES:

DATE.	LESSEES.	TIME. Years.	EXPIRES.	DESCRIPTION.	RENT PER MONTH.
January 6th, 1866	Pacific Mail S. S. Co.....	25	Jan. 6, 1891.	1182 feet 6 inches of the southerly line of Townsend Street and easterly line of First Street.....	\$625
May 1st, 1868....	Cal., Oregon & Mexico S. S. Co.	15	May 1, 1883.	Commencing 275 feet South of Howard Street, thence southerly to the South line of Folsom Street, thence westerly to the easterly line of Steuart Street, thence southerly 470 feet —977½ feet front.....	625
May 6th, 1868....	Union Lumber Association.....	17	May 6, 1885.	All the water front between the southerly line of Bryant and East line of First Street—1,265 feet.....	150
June 16th, 1868..	Merchants' Dry Dock Co.....	15	June 16, 1883	Between North Pt. and Francisco St., 230 feet on Kearny St.	75
October 1st, 1868	D. D. Colton, assignee of Cal., Oregon & Mexico S. S. Co....	15	Oct 1, 1883..	Commencing 274 feet South of Folsom, thence southerly 276 feet, embracing Steuart Street.....	100
An Act, approved April 4th, 1870.	San Francisco Gas Co. (no lease executed).....	15	April 4, 1885	Commencing at the junction of the westerly line of 2d Street with the southerly line of Berry Street, thence westerly along water front 275 feet, thence at right angles southerly 360 feet, thence at right angles easterly 275 feet, thence at right angles northerly 360 feet.....	Tolls.
An Act, approved April 4th, 1870.	Western Pacific Rail Road Co. (no lease executed).....	15	April 4, 1885	Commencing at the intersection of the easterly line of Block 9 with the southerly line of Townsend Street, thence southerly to the S. E. corner of Block 3, thence westerly along the South line of said Block 208 feet, thence at right angles southerly 460 feet, thence at right angles easterly 208 feet, thence at right angles southerly 220 feet, thence at right angles easterly 150 feet, thence northerly at right angles to the South line of Townsend Street, thence westerly to the place of beginning.....	Tolls.
August 13th, 1874	Merchants' Dry Dock Co.....	10	Aug. 13, 1884	Between North Pt. and Francisco Sts.—200 ft. on Kearny St.	\$200

On the 13th day of August, 1874, the Board, after due advertisement, leased to the Merchants Dry Dock Co., a certain portion of the water-front, adjacent to that previously occupied by them, for the period of ten years at \$200 per month, with the condition that the same should be removed, at any time that the premises might be required for harbor improvements, without the payment of damages.

The Board deprecate the policy of leasing, by special acts of the Legislature or otherwise, portions of the water-front, as such leases conflict detrimentally with the general system of collecting revenue for harbor improvements; afford no conveniences to commerce superior to those furnished under the general system; discriminate in favor of the lessees against others engaged in commercial pursuits; lessen the revenue and give to the favored lessees the control of larger portions of the city front than their business requires.

By reference to tabulated statements of receipts herewith, it will be seen that the business of the Port is increasing to such a degree that more wharf room will soon be necessary than can be located under existing laws, upon that portion of the city-front where commerce requires additional accomodations.

There is now in the State Treasury to the credit of the State Wharf and Dock Fund	\$182,018.24
To the credit of the Harbor Protection Fund	3,309.98
	<hr/>
	\$185,328.22
Estimated receipts for the next fiscal year	425,000.00
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Total	610,328.22

ESTIMATED AMOUNT OF DISBURSEMENTS.

Current expenses	70,000.00
Repairs	45,000.00
Dredging	65,000.00
Balance on existing contracts	100,000.00
Cost of constructing wharf at foot of Third and Berry streets	30,000.00
“ “ rebuilding Washington street wharf	25,000.00
“ “ “ Jackson “ “	25,000.00
“ “ “ Pacific “ “	25,000.00
“ “ new wharf between Market and Mission streets	30,000.00
“ “ “ wharf between Mission and Howard streets	25,000.00
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	\$440,000.00
Balance applicable to permanent improvements	\$170,328.22

SUITS.

Since the last report two important decisions, in cases then pending, have been made by the Supreme Court of the United States, viz:

In the case of James D. Walker vs. The Board of State Harbor Commissioners, it was held on appeal from the Circuit Court of the Ninth District of California that the judgment of the Circuit Court, holding that the Alcaldes of San Francisco had no power to grant lands below low water mark, and that the act of the Legislature, of May 14th, 1861, (Laws 1861, page 363,) does not confirm grants made by Alcalde Leavenworth lying in the Bay below low water mark—be affirmed.

In the case of A. C. Webber vs. The Board of State Harbor Commissioners, on appeal from said Circuit Court, it was held that the plaintiff Webber had no riparian rights entitling him to erect or maintain a wharf in virtue of his ownership of a lot fronting on the water front; and that he had acquired no prescriptive right against the State in consequence of having maintained such wharf for over 10 years before suit was brought, and the decree of the Circuit Court was affirmed.

The case of the People vs. Klumpke, *et. al*, is still pending, and the trial is expected to come on in September, when a recovery is anticipated.

Two actions commenced by the Board vs. M. R. Roberts, involving the right to collect dockage on vessels lying in the slips, have been decided adversely by the County Court, that tribunal holding the act of the Legislature authorizing such a charge to be unconstitutional.

The same Court, under the predecessor of the present Judge, held exactly contrary on the constitutional question, and judgments were rendered against defendants which they paid.

The cases will be appealed to the Supreme Court.

During the last two years various suits for dockage have been instituted, most of which have been settled in favor of the Board. No important questions, other than those above recited, affecting the collection of public revenue, have arisen.

The suits of J. D. Walker and A. C. Webber vs. the Board, involved the necessity of employing counsel at Washington, D. C., the expense of which appears in the disbursements of the years 1873 and 1874.

In conclusion, we beg leave to call your attention to the rapid ratio of increase of the commerce of this port, and the necessity of immediate Legislative action in order to provide for its growing wants. In addition to commerce entering the Golden Gate, as represented by the statistics herein, the trade of the bays and rivers is increasing at a rapid rate, and the Board would respectfully represent, that, unless the suggestions as to modifications of the law herein expressed, meet with favorable consideration by the Legislature at an early day, it will not be possible to furnish the accommodations the commerce of the port will soon require.

Respectfully submitted,

SAMUEL SOULE,
T. D. MATHEWSON,
D. C. McRUER,
State Harbor Commissioners.

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